

City of Beaverton

**Community Development Department
Planning Division**

Application For:

**Design Review Three, Major
Adjustment (for Maximum Building
Height), Loading Determination, Tree
Plan Two, Sidewalk Design
Modification & Replat One (for Lot
Consolidation)**

*Map & Tax Lot:
T1S R1W Section 3A, Tax Lots 1700*

Prepared For:

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A.

Introduction

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4. Prior Land Use Approvals
5. Land Use Reviews Requested
6. Application Fee Calculation

1. Development Team Members:

Listed below is a summary of the development team members for the **LTF Real Estate Company, Inc.** development proposal.

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2. Property and Zoning Summary

Subject Property:

Legal Description: Map T1S R1W 3A Tax Lot 1700

Parcel Size (Pre-Dedication): 9.136 Acres (397,945 Square Feet)

(Post-Dedication): 8.081 Acres (352,009 Square Feet)

Land Use: Community Commercial (CC)

Zoning: Corridor Commercial (CC)

Off Site Improvements:

Legal Description: Map T1S R1W 3AB Tax Lot 200

Affected Area: 0.93 Acres (40,648 Square Feet)

Land Use: High Density (NR-HD)

Zoning: Urban High Density, 1,000 SF Multi-Family (R1)

3. Applicants Written Statement

The subject property consists of one parcel containing 9.136 acres (pre-dedication). The site is bordered by SW Barnes Road on the north, SW Cedar Hills Boulevard on the east, Highway 26 on the south and private development on the west. SW Choban Lane and SW Shilo Lane terminate at the western boundary of the property.

The property is zoned Commercial Corridor (CC). SW Barnes Road is consider Class 1 Major Pedestrian Route (MPR). SW Cedar Hills Boulevard is a Class 2 Major Pedestrian Route (MPR).

The Applicant is proposing to develop a full service resort-like, athletic facility. This will include the following components: a four (4) story athletic facility including Life Time Work; a parking/indoor tennis structure; an outdoor pool area; and surface parking.

More specifically, each of the components is described below:

Athletic Facility: Stories one (1) through three (3) would contain 138,000 square feet dedicated to the Athletic Facility. Included in Life Time Athletic will be the following: Life Café, Life Spa, Life Time Kids Academy, group fitness studios (Yoga, Pilates, Barre, Cycle, etc.), indoor pools, basketball courts, resistance/free weight equipment and much more.

Life Time Work: The fourth floor of the athletic facility would contain 31,170 square feet of Life Time Work, a premium shared workspace. This is an engaging office environment (including private and open workstations) that encourages members' health and wellness goals, while also promoting connection, collaboration and the energy of a like-minded, driven community.

Tennis/Parking Facility: This structure would include ten (10) indoor tennis courts and two levels of above-grade structured parking, containing 619 stalls, including ten (10) accessible stalls.

Pool Deck: This area would be approximately 37,313 square feet and contain a lap pool, leisure pool and whirl pool/spa area.

Surface Parking: This area would contain roughly 179 surface stalls including six (6) accessible stalls.

In addition to the improvements on the subject property, the Owner/Applicant is proposing off-site improvements along SW Cedar Hills Boulevard and SW Barnes Road. This will consist of various right-of-way improvements along these frontages and the installation of a storm water sewer line on Tax Lot 200, north of SW Barnes Road.

To supplement these area, the balance of the site will be landscaped and include frontage improvements (sidewalks, planters, curb/gutter, bike lanes, etc.) in accordance with City of Beaverton arterial roadway standards.

Below is a summary of the proposed lot coverage (at ground level).

Area	Lot Coverage (Expressed in Square Footage)	Percentage
Building Area (athletic facility and tennis/parking facility)	131,597	37.3%
Pool Deck/Pool Surface	37,313	10.6%
Surface Parking/Drive Aisles	87,517	24.9%
Hardscape Area (sidewalks, plaza, walkways, etc.)	31,920	9.1%
Landscape Area	63,662	18.1%
Total (Post Dedication)	352,009	100.0%

The table of contents of this application outlines all the application criteria, exhibit drawings and appendices submitted for review and approval. Please refer to the application text and drawings for more detailed information regarding the proposed application.

4. Prior Land Use Approvals

Below is a list of prior land use approvals affecting the subject property.

Land Use File	Type	Jurisdiction
Partition Plat	1994-109	Washington County
Annexation	2004-0013/ ORD 4334	City of Beaverton
Comprehensive Plan Amendment/ Zoning Map Amendment	CPA2011-0002 and ZMA 2011-0002/ ORD 4579/4580 and ORD 4598	City of Beaverton
Sunset Station and Barnes Road PUD	CU2013-0003/ORD 2337	City of Beaverton

5. Land Use Reviews Requested

The City of Beaverton Community Development Code Standards identify various procedural reviews based upon the type of land use action being requested. For this application, the Owner/Applicant is requesting the following concurrent reviews.

Land Use Request	Type
Design Review Three	III
Tree Plan Two	II
Major Adjustment – Maximum Building Height	III
Loading Determination – Reduction in Required Number	II
Sidewalk Design Modification – Off-Site Sidewalk Improvements (Tax Lot 200)	I
Replat One – Lot Consolidation	I

6. Fee Calculations:

The proposed project is required to follow City standard and procedures. Based on City of Beaverton Fee Schedule (effective February 20, 2019), the applicable fees associated with this application are:

Land Use Fees	Fee
Design Review Three	\$5,909.00
Tree Plan Two	\$1,540.00
Major Adjustment – Maximum Building Height	\$3,141.00
Loading Determination – Reduction in Required Number	\$439.00
Sidewalk Design Modification – Off-Site Sidewalk Improvements	\$168.00
Replat One – Lot Consolidation	\$677.00
Total	\$11,874.00

B.

Applicable City of Beaverton Development Code Narrative

The following information responds to applicable City of Beaverton Development Code Standards for the ***LTF Real Estate Company, Inc.*** development proposal. The applicant's comments to individual sections are highlighted in bold for each applicable standard or regulation. Sections addressed include:

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20.10.05. Corridor and Main Street Areas.

These areas of the City implement the Corridor and Main Street policies of the City's Comprehensive Plan and are identified on the City's Zoning Map. Full urban services are to be provided.

Four commercial zones establish varied levels of commercial uses and residential densities.

Applicant's Response: *The Applicant acknowledges that the certain areas within the City are designated as "Corridor and Main Street Areas". These areas are intended to implement the policies of the City's Comprehensive Plan and have been appropriately zoned on the City's Zoning Map to reflect this intent.*

For additional information, refer to Section D – Appendices, Appendix 7 – City of Beaverton Land Use Plan Map and Appendix 8 – City of Beaverton Zoning Map.

20.10.10. Purpose.

1. Neighborhood Service (NS) *This section is not applicable to this application because the subject property is zoned Corridor Commercial (CC) and not Neighborhood Service (NS).*

2. Community Service (CS) *This section is not applicable to this application because the subject property is zoned Corridor Commercial (CC) and not Community Service (CS).*

3. Corridor Commercial (CC)

The CC District is intended to provide Corridors to develop into multiple use employment and service centers.

Applicant's Response: *Based on the City of Beaverton zoning map, the subject property lies entirely within land that is currently zoned Corridor Commercial District (CC). The properties within the CC District are intended to provide corridors for the development of multiple use employment and service centers.*

For additional information, refer to Section D – Appendices, Appendix 8 – City of Beaverton Zoning Map.

4. General Commercial (GC) *This section is not applicable to this application because the subject property is zoned Corridor Commercial (CC) and not General Commercial (GC).*

20.10.15. Site Development Standards

Site Development Standards support implementing development consistent with the corresponding zoning district.

All superscript notations refer to applicable regulations or clarifications as noted in footnotes below. [ORD 4584; June 2012] [ORD 4706; May 2017]

Development Standards <i>Superscript Numbers Refer to Footnote</i>	CC <i>All Dimensions are in Feet</i>
A. Minimum Parcel Area - Non-Residential	None
B. Minimum Land Area ¹ - Residential Area	Refer to Section 20.25.05
1. Attached	1,000/unit
2. Detached	4,000 unit
C. Lot Dimensions	
1. Minimum Width	None
2. Minimum Depth	None
D. Minimum Yard Setbacks	
1. Front ²	None
2. Side ³	
a. Interior	None
b. Corner	None
3. Rear ⁴	None
E. Minimum Open Air Display Setbacks ⁵	
1. Front	None
F. Building Height	
1. Maximum ⁶	60
Wireless Communication Facilities	
G. Maximum Height	
1. WFC ⁷	80
2. WFC in the Right-of-Way ⁷	30
3. Equipment Shelters ⁸	12
4. Roof Mounted Antennas	Shall not extend above maximum height of underlying zone or increase the height of any building which is nonconforming due to height.
H. Yard Setbacks ⁹	
1. Requirements	Shall comply with underlying zoning district requirements
2. Other	Refer to 60.70.35.14.A and B

Development Standard Footnotes:

1. For Attached, minimum parent parcel of land area per dwelling unit; For Detached, minimum land area per dwelling unit.
2. Under the conditions outlined in Section 60.05.15.6. of this Code, buildings in commercial zones located on parcels that exceed 60,000 square feet shall be exempt from Section 20.10.15.D.1., minimum front setbacks. Front yard setbacks for parcels in excess of 60,000 gross square feet shall be governed by the Design Review Design Standard specified in Section 60.05.15.6. Any deviation from that standard shall be reviewed through the Design Review Three application process and the corresponding Design Review Design Guideline.
3. Under the thresholds outlined in Section 40.30., application may be made for zero side yard setbacks.
4. Rear yard setback is applicable to only the portion of the rear yard which abuts a residential zone; otherwise the minimum rear yard setback is 0 feet.
5. Where permitted, open air sales / display / storage of merchandise shall be setback at least 20 feet from the front property line. The area shall be designated and subject to Decision Maker approval.
6. Maximum building height of any building within 100 feet of a residentially zoned property is 35 feet.
7. Inclusive of antenna.
8. At-grade equipment shelters.
9. Applicable to all WCF towers, antenna arrays, and ground and/or roof-mounted equipment shelters

Applicant's Response: *The Site Development Standards are intended to direct development so that it is consistent with the corresponding zoning district (i.e. CC District).*

Parcel Area: *Within the CC District, there is no minimum parcel size for non-residential. The subject property contains approximately 9.136 acres. Post dedication, the property will contain approximately 8.081 acres. Approximately 1.054 acres will be dedicated to widen SW Barnes Road and SW Cedar Hills Boulevard as well as to construct SW 116th Avenue.*

Refer to Section D – Appendices, Appendix 4 – 2018 ALTA/NSPS Land Title Survey, Appendix 5 – Preliminary Title Report and Appendix 6 – Assessors Tax Map.

For additional background information, refer to Section D – Appendices, Appendix 1 – 1989 Record of Survey, Appendix 2 – 1994-109 Partition Plat and Appendix 3 – 2003 Record of Survey. Appendix 3A – 2018 Record of Survey

Lot Dimensions: *For the CC district, there is no minimum lot dimensions. The subject property varies in depth (approximately 678 feet in depth measured north-south). Width—wise, the subject property also varies (approximately 638 feet measured east-west). The two structures will contain footprints of 51,505 square feet for the Athletic Facility and 80,092 square feet for the Parking Structure/Indoor Tennis Facility. The proposed development can be accommodated within the existing property boundaries.*

Yard Setbacks: *Within the CC district, there is no minimum setback requirements. The proposed Athletic Facility is located approximately 35.4 feet from SW Cedar Hills Boulevard (southeast corner) and 103.4 feet from SW Cedar Hills Boulevard (northeast corner). The Tennis/Parking Facility, which is sited near the*

intersection is located 4.9 feet from SW Barnes Road (northeast corner) and 16.9 feet from SW Barnes (northwest corner). Similarly, the Tennis/Parking Facility is located 13.1 feet from SW Cedar Hills Boulevard (southeast corner) and 64.4 feet from SW Cedar Hills Boulevard (northeast corner).

Building Heights: Building heights within the CC District are required to be no higher than sixty (60) feet. None of the buildings are within 100 feet of a residentially zone property. The Parking Structure/Tennis Structure is located approximately 129 feet from the residentially zoned property located north of Barnes Road.

The Applicant is requesting an Adjustment to increase the building heights of the facility as follows:

<i>Building Reference</i>	<i>Maximum per Code in CC District</i>	<i>Highest Point on Building as Designed</i>	<i>Percent Increase Requested for Adjustment</i>	<i>Type of Adjustment</i>
Athletic Facility	60'-0"	80'-0"	33.3%	Major
Tennis & Parking Facility	60'-0"	68'-6"	14.2%	Major

20.10.20. Land Uses

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Multiple Use zoning districts. All superscript notations refer to applicable Use Restrictions Section 20.10.25.

Category and Specific Use Superscript Numbers Refer to Footnote	SC-S
Residential	
1. Care	
A. Care Facilities	P
2. Dwellings	
B. Accessory Dwelling Units	P
C. Attached	P
D. Detached	P
E. Home Occupation	P
F. Manufactured and Mobile Homes	N
G. Manufacture/Mobile Homes Parks and Subdivisions	N
H. Planned Unit Development	C
Commercial	

3. Animal	
A. Animal Care, Major	C
B. Animal Care, Minor	P
4. Care	
A. Hospitals	C
B. Medical Clinics	C
C. Child Care Facilities	P
D. Residential Care Facilities	C
5. Eating and Drinking Establishments	P
6. Financial Institutions	P
7. Live / Work Uses	P
8. Office	P
9. Parking as the Principal Use	C
10. Retail Trade ³	P
11. Marijuana Dispensaries ¹³	P
12. Retail Marijuana Sales ¹⁶	P
13. Service Business / Professional Services	P
14. Storage	
A. Self-Storage	C
B. Storage Yards	C
15. Temporary Living Quarters	P
16. Vehicles	
A. Automotive Service, Major	N
B. Automotive Service, Minor	C
C. Bulk Fuel Dealerships	C
D. Sales or Lease	N
E. Rental	C
17. Drive Up Window Facilities	P
18. Food Cart Pods ¹⁴	P
Civic	
19. Cemetery	N
20. Education	
A. Commercial Schools	P

B. Educational Institutions	P
21. Places of Worship	P
22. Public Buildings, Services and Uses	C
23. Recreation	
A. Public Parks, Parkways, Playgrounds, and Related Facilities	P
B. Recreation Facilities	P
24. Social Organizations	P
25. Transit Centers	C
26. Utilities	
A. Utility Substations and Related Facilities Other Than Transmission Lines	C
B. Transmission Lines	P
Hours of Operation	
27. Uses Operating between 10:00pm and 7:00am ^{5 13 16}	P
Wireless Communication Facilities (WCF)	
28. New WCF	
A. Tower Construction	W3
B. Attachment to existing or new building or structure not using stealth design	W3
C. Replacement tower to provide collocation opportunity ⁹	W1
D. Attachment of a new WCF to buildings or structures and utilize stealth design ¹⁰	W1
E. Attachment of WCF to existing structures, tower or pole structures ¹¹	W1
29. Collocation	
A. New WCF on existing WCF tower	W1
B. New WCF inclusive of antennas on existing WCF tower exceeding height standard	W2
30. Antennas	
A. Attachment of antennas to WCF tower or pole structures other than used for cellular phone service	W1
31. Satellite Antennas and Direct to Home Satellite Service	
A. DHSS antennas >1 m. in diameter	W1
B. Up to 2 antennas >2 m. in diameter	W1
C. Up to 5 antennas >2 m. in diameter	W2
D. More than 5 antennas >2 m. in diameter	W3
32. New or Collection of WCF in Right-of-Way	
A. Tower Construction using stealth design	W3
B. Tower Construction not utilizing stealth design	N
C. Attachment to existing or new building or structure utilizing stealth design	W2/W3
D. Attachment to existing or new building or structure not using stealth design ¹²	W2/W3
E. Attachment of WCF to existing tower or pole structures and utilizing stealth design ¹²	W2/W3

F. Attachment of WCF to existing tower or pole structures and not utilizing stealth design	N
G. Replacement tower to provide collocation opportunity utilizing stealth design	W2/W3
H. Replacement tower to provide collocation opportunity not utilizing stealth design	N
I. Attachment of WCF to traffic signal light pole	N

[ORD 4595; Feb 2013] [ORD 4648; Nov 2014] [ORD 4662; Sept 2015] [ORD 4674; Feb 2016] [ORD 4702; Jan 2017]

P: Permitted C: Conditional N: Prohibited

Applicant's Response: *Based on table above, there are a number of permitted uses allowed within the Corridor Commercial District (CC) zone. An Athletic Facility and the associated Tennis/Parking Facility would most closely align with a 'Recreation Facility'. The Athletic Facility also has a work area that would fall under the 'Office' use. Both of these uses are a permitted use within the CC zoning district.*

It is also important to note that the previously approved Sunset Station and Barnes Road Planned Unit Development conceptually identified a health and fitness club component within the boundaries of the Planned Unit Development. The development of the Athletic Facility would be consistent with the PUD approval.

For additional information, refer to Section D – Appendices, Appendix 12 – City of Beaverton Order 2337 CU2013-0003 Sunset Station & Barnes Road PUD Conditional Use.

20.10.25. Use Restrictions

The following Use Restrictions refer to superscripts found in Section 20.20.25.

3. No sales or outdoor storage of animals or livestock are allowed with this use.
5. Applicable to all uses, excluding marijuana dispensaries and retail marijuana sales. [ORD 4648; Nov, 2014] [ORD 4674; February 2016]
6. Office uses do not require a Conditional Use for extended hours of operation.
9. On a location containing an existing tower supporting one carrier and shall be consistent with other approvals.
10. Provided the buildings or structures are not exclusively used for single family or multi-family residential purposes.
11. Not permitted on single family dwellings.
12. W3 when located on streetlights or utility poles in the right-of-way of designated Collector, Neighborhood Route, or Local Streets; W2 when located on streetlights or utility poles in the right-of-way of designated Freeways and Arterial Streets. [ORD 4702; January 2017]
13. Marijuana dispensary shall:
 - a. be subject to the provisions of ORS 475B.450; and
 - b. be allowed to operate only between the hours of 7:00 AM and 10:00 PM. Hours of operation may not be extended through the Conditional Use process as identified in this Code. [ORD 4648; Nov 2014] [ORD 4697; December 2016]
14. Food Cart Pods are exempt from the Site Development Standards of 20.10.10 but are subject to the standards of 60.11 of the Development Code. [ORD 4662; Sept 2015]
16. Retail Marijuana Sales shall:
 - a. be subject to the provisions of ORS 475B.110-125 and OAR Chapter 845, division 25;
 - b. be located 1,000 feet from any existing Marijuana Dispensary or Retail Marijuana Sales use, except for instances of collocation within the same premises of Marijuana Dispensary and Retail Marijuana Sales uses when such collocation is permitted by state law; and

- c. be allowed to operate only between the hours of 7:00 AM and 10:00 PM. Hours of operation may not be extended through the Conditional Use process as identified in this Code. [ORD 4674; February 2016]

Applicant's Response: *In accordance with this section of the code, some potential uses within this zoning district have certain restrictions. None of the restrictions within the CC district affect the intended development of an Athletic facility on the subject property.*

20.10.30. Other NS Zoning Requirements. *This section is not applicable to this application because the subject property is zoned Corridor Commercial (CC).*

20.10.35. Other CS Zoning Requirements. *This section is not applicable to this application because the subject property is zoned Corridor Commercial (CC).*

20.10.40. Other CC Zoning Requirements

1. Activity is conducted wholly within an enclosed structure, except for outside play areas for child care and educational facilities, transit centers and as allowed in items 2 and 3 below.

Applicant's Response: *The City has already approved a Conditional Use for a Planned Unit Development (PUD) that includes the subject property. This was approved with conditions in 2013 and preceded this application.*

Within the exception of the seasonal aquatic facilities, all of the activity spaces will be conducted wholly within an enclosed structure. The outdoor pools (which is loosely considered an outdoor play area) would be an accessory use in support of the primary use which is an athletic club. This swimming pools would be consistent with the intent of this section would be to limit the amount of external storage/display.

2. Accessory open air sales / display / storage shall be Permitted for horticultural and food merchandise only and shall constitute no more than 5% of the gross building floor area of any individual establishment:

Applicant's Response: *No open air sales/display or storage for horticultural and food merchandise is proposed.*

40.03. FACILITIES REVIEW COMMITTEE

Consistent with Section 10.95.4. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the following Type 2 and Type 3 land use applications: all Conditional Use, Design Review Two, Design Review Three, Public Transportation Facility Reviews, Street Vacations, and applicable Land Divisions. Applicable land division applications are Replats, Partitions, Subdivisions, Fee Ownership Partitions, and Fee Ownership Subdivisions. In making a recommendation on an application to the decision making authority, the Facilities Review Committee shall base its recommendation on a determination of whether the application satisfies all the following technical criteria. The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B., and all the following criteria have been met, as applicable: [ORD 4265; October 2003][ORD 4404; October 2006] [ORD 4487; August 2008]

1. All Conditional Use, Design Review Two, Design Review Three, and applicable Land Division applications:

- A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.**

Applicant's Response: *In accordance with this section, all critical facilities and services related to the proposed redevelopment have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.*

According to the City's code, "Critical Facilities" are defined as follows: "Critical Facilities and services shall include public water, public sanitary sewer, storm water drainage, treatment, and detention, transportation, and fire protection. [ORD 4462; January 2008]"

Connections to public water, sanitary and storms facilities are all readily available along SW Barnes Road or SW Cedar Hills Boulevard. Similarly, water/fire service will be provided off SW Barnes Road or SW Cedar Hills Boulevard.

Water: *There are two waterlines that traverse the subject property: 1) 18" Ductile Iron and 2) 8" PVC line. The 18" line follows along the eastern edge to a mid-point on the subject property and then extends westward to the terminus with SW Choban Lane. The 8 PVC line crosses beneath Cedar Hills Boulevard (mid-point on the subject property) and then extends westward to the terminus with SW Choban Lane.*

In order to serve the proposed development, the utility design will re-route the two existing waterlines along the north side of SW

Barnes Road and then turn southward along the new 116th Avenue where it will reconnect with the existing lines in Southwest Choban Lane. A new service line for the domestic water and new fire flow will be extended in to the site from 116th Avenue.

Sanitary: An existing 8"sanitary sewer line runs north-south along the western edge of the site. A sanitary sewer lateral is extended into the site and serves the abandoned building (i.e. old TVF&R Fire Station).

In order to serve the proposed development, the utility design will extend two new lateral service lines from the existing sanitary sewer line that will be located within 116th Avenue: 1) one will serve the Parking Structure and, 2) the other will serve the Athletic Facility.

Storm: There is an existing roadside drainage swale located along the south side of SW Barnes Road. This flows westward until reaching a 12 inch concrete culvert mid-point along the northern boundary of the subject property. This flows beneath SW Barnes Road and surfaces on Tax Lot 200 of T1S R1W 3AB (i.e. Lot 1).

In order to serve the proposed development, the utility design will extend a new storm line through Tax Lot 200 (i.e. Lot 1) from the trunk line located north of Tax Lot 200 of T1S R1W 3AB (i.e. Lot 1). This will cross beneath SW Barnes Road and follow the proposed SW 116th Avenue to the corner of the subject property. Storm water will be collected from the two buildings and parking areas and conveyed to two water quality ponds.

There is one existing sanitary easement that are present within the subject property. In addition, there are as well as several permanent, irrevocable and exclusive easements dedicated for transportation and utility purposes; water, gas, electric and communication lines, fixtures and facilities. Oregon Department of Transportation (ODOT) also maintains an easement for a sign bridge. As necessary, additional easements may be necessary in order to extend services to each parcel.

As part of the proposed development, additional right-of-way dedication will be required. This is necessary in order to meet the County's roadway standards of having 51 feet from centerline of the street along SW Barnes Road. Also, as part of the PUD approval, the Owner was also conditioned to construct improvements at the intersection of SW Barnes Road and SW Cedar Hills Boulevard. Some of these improvements would likely trigger additional dedication and improvements by the proposed development. These improvements will

have a positive impact on the provision of vehicular, pedestrian and bicycle facilities within the public right-of-way.

The project is also proposing to dedicate right-of-way and develop 2/3 street improvements as part of the construction of 116th Avenue.

SW Barnes Road, SW Cedar Hills Boulevard, SW 116th Avenue and SW Choban Lane as well as the proposed internal roadways will to provide vehicular access as well as emergency access to the proposed development. No access is proposed from SW Shilo Lane.

Furthermore, the TIA demonstrates that with the following mitigation measures, the additional traffic of the development can meet the applicable mobility targets:

- *Construction of site frontage improvements along SW Barnes Road and SW Cedar Hills Boulevard (as described in the 2013 Peterkort PUD conditions of approval).*
- *Construction of a two-lane public road between SW Barnes Road and SW Choban Lane.*
- *Widen the 2/3-lane segment of SW Barnes Road to 5-lanes to connect the current 5-lane segments to the west and east of the proposed NW 116th Avenue intersection.*
- *Construction of a traffic signal at the intersection of SW Barnes Road at the new public road (assumed to be NW 116th Ave).*
- *Construction of a shared southbound through/right-turn lane at the intersection of SW Barnes Road and SW Cedar Hills Boulevard with a storage length of between 180 and 200 feet.*
- *Widen the eastbound 2-lane approach from US 26 to SW Cedar Hills Boulevard to a 3-lane approach. The lane configurations should be: dedicated left-turn lane, shared, left/through/right-turn lane, and dedicated right-turn lane. The left and right-turn lanes should have a storage length of approximately 400 feet.*
- *Increase the signal cycle length of the US 26/OR 217 at SW Barnes Road intersection from 110 seconds to 120 seconds.*

B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.

Applicant's Response: *In accordance with this section, all essential facilities and services related to the proposed redevelopment are available, or can be made available, with adequate capacity to serve the development prior to its occupancy.*

According to the City's code, "Essential Facilities and Services shall include schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way."

Transit: Transit services exist along SW Barnes Road. Route 62 follows SW Barnes Road from Cornell Road to the Sunset Transit Station. The proposed development is located along the eastbound route. The closest existing stop is Stop #9532 which is located just west of SW 117th Avenue.

Routes 20 travels southbound on SW Cedar Hills Boulevard and Routes 48 and 50 travel northbound along SW Cedar Hills Boulevard.

Schools: Schools will not be impacted by the proposed development due to the fact no residential development is proposed.

Police Protection: The necessity for additional police services will be likely be minimal and only require routine monitoring and responses similar to the Peterkort Center.

Pedestrian/Bicycle Facilities: Again, as part of the proposed development, additional right-of-way dedication will be required in order to have 51 feet from centerline of SW Barnes Road. This will facilitate the accommodation of bike lanes along SW Barnes Road and SW Cedar Hills Boulevard.

In addition, the TIA demonstrates that with the following mitigation measures, the additional traffic of the development can meet the applicable mobility targets:

- ***Construction of site frontage improvements along SW Barnes Road and SW Cedar Hills Boulevard (as described in the 2013 Peterkort PUD conditions of approval) including the second eastbound right-turn lane from Barnes to Cedar Hills Blvd.***
- ***Construction of a two to three-lane public road between SW Barnes Road and SW Choban Lane.***
- ***Widen the 2/3-lane segment of SW Barnes Road to 5-lanes to connect the current 5-lane segments to the west and east of the proposed NW 116th Avenue intersection.***
- ***Construction of a traffic signal at the intersection of SW Barnes Road at the new public road (assumed to be NW 116th Ave).***
- ***Construction of a shared southbound through/right-turn lane at the intersection of SW Barnes Road and SW Cedar***

Hills Boulevard with a storage length of between 180 and 200 feet.

- *Widen the eastbound 2-lane approach from US 26 to SW Cedar Hills Boulevard to a 3-lane approach. The lane configurations should be: dedicated left-turn lane, shared, left/through/right-turn lane, and dedicated right-turn lane. The left and right-turn lanes should have a storage length of approximately 400 feet.*
- *Increase the signal cycle length of the US 26/OR 217 at SW Barnes Road intersection from 110 seconds to 120 seconds.*

C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).

Applicant's Response: *The Applicant is requesting the approval of the proposed development which is consistent will all applicable provisions of Chapter 20 (Land Uses). The proposed development is seeking approval of a Design Review Three, a Major Adjustment (for increased building height associated with Tennis/Parking Facility); Major Adjustment (for increased building height associated with Athletic Facility), a Tree Plan Two and a Loading Determination. These will be review concurrently through a Type III procedure.*

D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Requirements), are provided or can be provided in rough proportion to the identified impact(s) of the proposed development.

Applicant's Response: *The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all dedications will be provided in accordance with City of Beaverton and Washington County requirements. This will include off-street loading requirements (with approval of a loading determination), sidewalks, transportation, landscaping and utilities.*

The actual physical improvements (or rough proportion thereof) will be implemented once the applications are approved.

- E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.

Applicant's Response: *Adequate means are provided for or can be provided to ensure continued periodic maintenance that are not subject to maintenance by the City or other public agency.*

The Applicant will provide for periodic and routine maintenance for the subject property. Life Time operates 139 clubs nationwide, which a majority are owned, and as a luxury athletic resort it is in our best interest to maintain the premises to the highest standard. LifeTime maintains an Operations and Maintenance Manual that outlines the requirements for the on-going maintenance at their facilities.

- F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.

Applicant's Response: *Since the property is undeveloped and/or underdeveloped with the only development consisting of an abandoned building (i.e. old TVF&R Fire Station), there are no established vehicular or pedestrian circulation patterns within the boundaries of the site. However, there are informal patterns of pedestrian traffic along the frontages of SW Cedar Hills Boulevard and SW Barnes Road as well as through the site to SW Choban Lane.*

As the property develops in the future, the development will provide for safe and efficient vehicular and pedestrian circulation patterns.

Access to the property will occur in two locations: 1) off SW Barnes Road at the signalized intersection with SW Barnes Road and 116th Avenue; and 2) at the terminus of SW Choban Lane. SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all have sidewalks along the periphery of the site. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue. These have sited to minimize potential conflicts with vehicular circulation in order to facilitate safe connections to the surround street network.

G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

Applicant's Response: *Again, since the property is primarily undeveloped, there are no established vehicular or pedestrian circulation patterns within the boundaries of the site.*

The adjoining streets (i.e. SW Cedar Hills Boulevard, SW Barnes Road, SW 116th Avenue and SW Choban Lane) provide transportation routes that provide vehicular and pedestrian access as well as emergency access to the subject property. A pedestrian walkway located along the west side of the buildings provides a direct connection from the front entries to SW Barnes Road. In addition, there is a pedestrian route between the two structures that provided a direct connection to SW Cedar Hills Boulevard.

H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

Applicant's Response: *All public facilities will be designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.*

All utility work (i.e. water, sanitary sewer and storm sewer) has been designed in accordance with City of Beaverton engineering standards. Similarly, the fire flow connection will be designed to meet Tualatin Valley Fire and Rescue design standards.

For additional information, refer to Section D – Appendices, Appendix 28 – Fire Hydrant Fire Flow Test Result, Appendix 29 – Fire Hydrant Distribution Diagram and Appendix 30 – Access/Aerial Apparatus Road Plan.

I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.

Applicant's Response: *Again, all public facilities will be designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.*

Given that SW Cedar Hills Boulevard and SW Barnes Road are arterial roadways with high traffic counts, the access to the site will be located off SW 116th Avenue in order to minimize the potential for accidents at the developments entry.

The Athletic Facility as well as the structured parking structure have been designed with crime prevention in mind. These structures have incorporated quality design to reduce places of concealment; provided appropriate site, parking structure and building lighting to ensure there is adequate illumination throughout the subject property; and provided high fencing to discourage use of the aquatic facilities during times when the facility is not in operation.

- J. Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.**

Applicant's Response: *Minor grading or contouring is proposed as part of the proposed development.*

Given that the subject property is essentially bounded by roadways on all sides, there should be no impact on neighboring property owners. Grading will be designed to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

Grading associated with the off-site improvements on Tax Lot 200, north of SW Barnes Road will not adversely affect any neighboring properties or abutting right-of-ways.

For additional information, refer to Section C – Exhibit Drawings – Sheet C200 – Grading Plan (Preliminary).

- K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.**

Applicant's Response: *The proposed development will provide for access and facilities for physically disabled. These features will be incorporated into the site development, with particular attention to providing continuous, uninterrupted access routes from the main entrance of the Athletic Facility to the Tennis/Parking Facility and public sidewalks along the right-of-way of SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.*

The proposed development contains six (6) accessible stalls within the surface parking lot and ten (10) spaces within the parking structure. Three of the sixteen spaces will be designated as “van” accessible.

L. The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. [ORD 4265; October 2003]

Applicant’s Response: *The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. The application submittal includes six applications:*

- 1) Design Review Three;*
- 2) Major Adjustments (Maximum Building Height associated with Athletic Facility and Tennis/Parking Facility);*
- 3) Loading Determination;*
- 4) Tree Plan Two;*
- 5) Sidewalk Design Modification; and*
- 6) Replat One (Site Consolidation)*

Drawing exhibits, narrative and supporting documentation have been provided to support each of these applications.

40.10. ADJUSTMENT

40.10.05. Purpose.

The purpose of an Adjustment application is to provide a mechanism by which certain regulations in the Development Code may be adjusted if the proposed development continues to meet the intended purpose of such regulations. This Section is carried out by the approval criteria listed herein. [ORD 4584; June 2012]

Applicant's Response: *The Applicant understands that the purpose of an Adjustment application is to provide a mechanism by which certain regulations in the Development Code may be adjusted if the proposed development continues to meet the intended purpose of such regulations.*

40.10.10. Applicability.

An Adjustment may be requested only for numerical Site Development Requirements contained in Chapter 20 (Land Uses), the grading standards contained in Chapter 60 (Special Requirements), Section 60.15.10, or the numerical standards identified in Food Cart Pod Regulations contained in 60.11 (Food Cart Pod Regulations). [ORD 4397; August 2006] [ORD 4697; December 2016]

Applicant's Response: *In accordance with this section, an adjustment may only be requested for numerical Site Development Requirements contained in Chapter 20 (Land Uses). The only adjustment is to the building heights: Major Adjustment for the Athletic Facility and Major Adjustment for the Tennis/Parking Facility.*

40.10.15. Application.

There are Two (2) Adjustment applications which are as follows: Minor Adjustment, Major Adjustment. [ORD 4397; August 2006]

1. Minor Adjustment. *This section is not applicable to this application because the proposed modification involve adjustments between 10% and 50% from the numerical Site Development Requirement.*

2. Major Adjustment.

- A. Threshold. An application for Major Adjustment shall be required when one or more of the following thresholds apply:

1. **Involves an adjustment of more than 10% and up to and including 50% adjustment from the numerical Site Development Requirement specified in Chapter 20 (Land Uses).** This threshold does not apply where credits have been earned for height

increase through Habitat Friendly Development Practices, as described Section 60.12.40.4., 5., .6., and .7. [ORD 4531; April 2010]

2. Involves an adjustment of more than 10% and up to and including 50% adjustment from the numerical Development Standards for Grading specified in Section 60.15.10. (Land Division Grading Standards) of this Code. [ORD 4397; August 2006]
3. Any change from the numerical requirements contained in Section 60.30. (Off-Street Parking). [ORD 4473; March 2008]
4. Involves an adjustment of more than 10% and up to and including 50% adjustment from the numerical Food Cart Pod standards specified in Section 60.11.10 and 60.11.15 of this Code. [ORD 4662; September 2015]

Applicant's Response: *The increase in building height from 60 feet to 80'-0" for the Athletic Facility and an increase in building height from 60 feet to 74' for the Tennis/Parking Facility (involves an adjustment of more than 10% and up to and including 50% adjustment from the numerical Site Development Requirement).*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.02, A2.03, A2.04 and A2.05 – Building and Exterior Parking Elevations (Preliminary).

- B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Major Adjustment. The decision making authority will be the Planning Commission. [ORD 4532; April 2010]

Applicant's Response: *The Applicant understands that the application for a major adjustment requires a Type 3 procedure with the decision making authority being the Planning Commission (PC). However, since the proposed development is already required to undergo a Type 3 procedure, this application will be review concurrently with the other applications.*

- C. Approval Criteria. In order to approve a Major Adjustment application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Major Adjustment application.

Applicant's Response: *The maximum building height in the Corridor Commercial (CC) District is 60 feet. The project is requesting an increase to the maximum building height of 20'-0", making the major adjustment building height total 80'-0" (33.3% increase). At this time the plans show heights of 80'-0" for the Athletic Facility. The project is also requesting an increase to the maximum building height of 70' (16.7% increase) for the Tennis/Parking Facility.*

Since this involves an adjustment between 10% and 50% from the numerical Site Development Requirement, the building height adjustment satisfies the threshold for a major adjustment.

2. The application complies with all applicable submittal requirements as specified in Section 50.25.1. and includes all applicable City application fees.

Applicant's Response: ***The Application includes all applicable submittal requirements as well as the required fees of \$3,141.00 for the Major Adjustment application.***

3. Special conditions or circumstances exist on the site that make it difficult or impossible to meet the applicable development standard for an otherwise acceptable proposal.

Applicant's Response: ***The site has a number of unique conditions including access constraints, parcel configuration and orientation that make it difficult to meet the applicable development standards.***

The property is essentially bounded on the three sides by arterial roadways which limits access to the subject property. The western boundary is the only side that is unencumbered by roadway constraints, thus this is the only boundary that can potentially provide vehicular access to the site. This can only be accommodated through the dedication of land in order to develop a new local road to service the property. This reduces the amount of land available that is available for development.

Secondly, the subject property is an irregularly shaped that is roughly equal distance in width and depth. The east and south sides are curved (i.e. Sunset Highway on ramp) which creates difficulties with buildings with large footprints.

Lastly, due to the narrowness of the southern portion of the property, there is limited space to orient features that require southern exposure.

In order to make the most efficient use of the parcel and maximize the orientation, the pool deck has been located on the south side of the property to maximize the optimum sun exposure. Because of the relationship of the uses, the pool deck area has been placed immediately adjacent to the Athletic Facility. The Athletic Facility building in turn is connected to the Tennis/Parking Facility to the north and is connected via a covered breezeway. By constructing indoor courts over the parking structure, it results in an efficient use of the land property and reduces the amount of surface parking.

The Athletic Facility is comprised of 3 floors along with Life Time Work on the 4th floor. To properly serve our members and include all the amenities of our new Diamond clubs (highest level club in our portfolio) and Life Time Work we are forced to exceed the property's height limit since the unique site doesn't allow us to grow horizontally. There have been many attempts to reconfigure the site plan to accommodate the maximum height requirement but given that the pool deck and the parking structure need to be connected to the Athletic Facility this current design gives our members the best experience and layout but unfortunately raises the building height above the code requirement.

Granting an adjustment to the maximum height would help densify the development into a smaller footprint in order to have a functional relationship between the various uses within the site.

4. The special conditions or circumstances do not result from the actions of the applicant and such conditions and circumstances do not merely constitute financial hardship or inconvenience.

Applicant's Response: *Life Time clubs are programmed similarly throughout the country to give members a second to none experience. This being said, many of our uses require high ceilings to let in natural light such as the indoor pool area, or for programming performance such as the basketball gymnasiums and fitness floors.*

Athletic Facility: *To provide superior working conditions, allowing outdoor views and sunlight, the fourth floor (i.e. Life Time Work) is stepped back to allow for terraces and reduce building mass. The programming and lighting aspects are very important since the open club layout allows members to freely flow.*

Tennis/Parking Facility: *Given the unique site, the development has 798 stalls, with the Tennis/Parking Facility housing 619 of those stalls. To fit 3 levels of parking and maintain a proper, playable height for the indoor tennis facility the height of the structure reaches 70". This also allows for an architectural features to be a more predominant feature over parking and landscaping.*

5. Granting the adjustment as part of the overall proposal will not obstruct pedestrian or vehicular movement.

Applicant's Response: *The proposed adjustment will have no impact on pedestrian or vehicular movement.*

Athletic Facility: Increasing the building height by an additional 33.3% for the Athletic Facility will have no impact vehicular circulation.

Tennis/Parking Facility: Similarly, increasing the building height by an additional 16.7% for the Parking/Tennis Facility will have no impact vehicular circulation.

6. City designated significant trees and/or historic resources, if present, will be preserved.

Applicant's Response: *The subject property does not contain any significant trees or historic resources.*

7. If more than one adjustment is being requested concurrently, the cumulative effect of the adjustments will result in a proposal which is still consistent with the overall purpose of the applicable zoning district.

Applicant's Response: *The Applicant is requesting two adjustments.*

As previously indicated, properties within the CC District are intended to provide corridors for the development of multiple use employment and service centers. The increase in height is consistent with the overall purpose of the Corridor Commercial (CC) district.

8. Any adjustment granted shall be the minimum necessary to permit a reasonable use of land, buildings, and structures.

Applicant's Response: *These adjustments would be the minimum necessary in order to make the most efficient use of the parcel. This would be consistent with the intent of the CC District which is to provide corridors for the development of multiple use employment and service centers. Granting slight adjustment to the building heights would still accomplish this goal and likely be a catalyst to further development within this corridor.*

Athletic Facility: Granting an adjustment to Athletic Facility would allow the development of a Life Time Work component on the 4th floor of the Athletic Facility along with the indoor tennis above the Parking Structure.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for Athletic Facility.

Tennis/Parking Facility: Granting an adjustment to Tennis/Parking Facility would allow the development to accommodate daylight parking in the Parking Structure with the addition of indoor tennis courts above the parking.

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

9. Either it can be demonstrated that the proposed modification equally or better meets the intent of the standard to be modified or the proposal incorporates building, structure, or site design features or some combination thereof that compensate for the requested adjustment.

Applicant's Response: ***Allowing an adjustment to the maximum height equally satisfies the intent of the standard being modified. The increase in building height allows for a more compact building footprints.***

Athletic Facility: ***Increasing the building height by an additional 33.3% for the Athletic Facility makes more efficient use of the parcel through creating greater FAR within the Sunset Station & Branes Road PUD.***

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for Athletic Facility.

Tennis/Parking Facility: ***The parking structure has been proposed to order to reduce the structures footprint and minimize the amount of surface parking on the property. Increasing the building height by an additional 16.7% for the Parking Structure/Indoor Tennis Courts makes more efficient use of the parcel through creating greater FAR within the Sunset Station & Branes Road PUD.***

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

10. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless applicable provisions are modified by means of one or more applications that already have been approved or are considered concurrently with the subject proposal.

Applicant's Response: ***With the approval of the Design Three application, the proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses)***

11. The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Requirements) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.

Applicant's Response: *The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and improvements, dedications, or both required by the applicable provisions of Chapter 60 will be provided or can be provided in rough proportion to the identified impact(s) of the proposal.*

12. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency.

Applicant's Response: *Adequate means will provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities.*

13. The proposal does not include any lot area averaging as specified in Section 20.05.50.1.B. or include any lot dimension reductions as specified in Sections 0.05.50.2.A.2. and .4. or 20.05.50.2.B.2. and .4. [ORD 4487; August 2008] [ORD 4498; January 2009]

Applicant's Response: *The proposed development does not include any lot area averaging or include any lot dimensional reductions.*

14. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence. [ORD 4404; October 2006] [ORD 4473; March 2008]

Applicant's Response: *Applications and documents related to the Major Adjustment application will be submitted to the City in the proper sequence.*

The application submittal includes a Major Adjustment to increase the maximum building height of the Athletic Facility and Parking Structure/Indoor Tennis Courts. This will be reviewed concurrently with the other applications through a Type III procedure.

Subsequent to the land use decision, the Applicant anticipates submitting for the necessary Site Development and Engineering Reviews associated with grading, utility and roadway improvements.

- D. Submission Requirements. An application for a Major Adjustment shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Major Adjustment application shall be accompanied by the information required by the application form, and by Section

50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

Applicants Response: *The submission requirements as part of the proposed development will be submitted to the City of Beaverton by the Applicant or their authorized agent on approved forms (i.e. City application forms).*

The proposed Major Adjustment application will be accompanied by the information required by each application type and as specified in the City's code.

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Major Adjustment application to ensure compliance with the approval criteria.

Applicants Response: *The Applicant understands that decision making authority (i.e. Planning Commission (PC)) may impose conditions on the approval on the Major Adjustment application to ensure compliance with the approval criteria.*

- F. Appeal of a Decision. Refer to Section 50.70.

Applicants Response: *The Applicant understands that an appeal of a decision needs to comply with the requirements of Section 50.70 of the City's development code.*

The decision making authority's decision (i.e. Planning Commission) on a Type 3 application may be appealed only by the applicant or any other person who participated by providing either oral or written evidence on the record leading to the decision by the decision making authority.

The decision making authority on the appeal of Type 3 decision is the Beaverton City Council.

- G. Expiration of a Decision. Refer to Section 50.90.

Applicants Response: *The Applicant acknowledges that the expiration of a decision is outlined Section 50.90 of the City's development code. For a Major Adjustment application, the expiration of the approval is two (2) years from the effective date of decision.*

H. Extension of a Decision. Refer to Section 50.93.

Applicants Response: *The Applicant understands that the proposed development application approval can be extended in accordance with Section 50.93.*

Extension of a land use decision for a Major Adjustment application may be granted for a period of time not to exceed two (2) years and will be subject to a Type 2 review procedure.

40.20. DESIGN REVIEW [ORD 4332; January 2005]

40.20.05. Purpose.

The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by ensuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development. To achieve this purpose, the Design Review process is divided into two major components; Design Standards and Design Guidelines. Both standards and guidelines implement Design Principles, which are more general statements that guide development of the built environment. The Design Standards are intended to provide a "safe harbor" approach to designing a project. Depending on the design thresholds, designing a project to the standards would result in an administrative review process. However, the applicant may elect to bypass design review under the Design Standards and go straight to Design Review under the Design Guidelines, where review is subject to a public hearing at the applicant's option. [ORD 4584; June 2012]

An applicant for Design Review approval can address design review requirements through a combination of satisfying certain Design Standards, and in instances where it elects not to utilize Design Standards, satisfy applicable Design Guidelines. In such a case, the public hearing and decision will focus on whether or not the project satisfies the requirements of the applicable Design Guidelines only. Because the Design Standards are a "safe harbor", there is no penalty for not meeting the Design Standards. Rather, the public hearing process would be required to consider the project by relying solely on the Design Guidelines which correspond to the Design Standards but are intended to allow more flexibility and originality. Design Guidelines are also intended to recognize unique circumstances where corresponding standards are found to be unnecessary or undesirable. Where Design Guidelines apply, the project proponent will simply be required to demonstrate how the project meets these Guidelines at a public hearing. The decision making authority must make findings how the guidelines are met or if they apply to the proposal. The purpose of Design Review as summarized in this Section is carried out by the approval criteria listed herein. [ORD 4531; April 2010]

Applicant's Response: *The Applicant understands that the purpose Design Review Three application is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality.*

40.20.10. Applicability.

1. The scope of Design Review shall be limited to the exterior of buildings, structures, and other development and to the site on which the buildings, structures, and other development are located. [ORD 4584; June 2012]

Applicant's Response: *The scope of design review is limited to the exterior of buildings, structures, and other development associated with the site on which the buildings, structures, and other development are located.*

2. Considering the thresholds for the Design Review Compliance Letter, Design Review Two, or Design Review Three applications and unless exempted by Section 40.20.10.3. (Design Review) approval shall be required for the following: [ORD 4584; June 2012]

- A. All uses listed as Conditional Uses in the R10, R7, and R5 zoning districts. [ORD 4584; June 2012]
- B. All uses listed as Permitted and Conditional Uses in the R4, R2, and R1 Residential zoning districts. [ORD 4584; June 2012]

C. All uses listed as Permitted and Conditional Uses in all Commercial, Industrial, and Multiple Use zoning districts.

D. Site grading.

Applicant's Response: *The project meets the threshold requirements for Design Review since it is located in a commercial district (i.e. Corridor Commercial District - CC) and requires site grading.*

3. Design Review approval shall not be required for the following:

- A. All uses listed as Permitted Uses in the R10, R7 and R5 Residential zoning districts. [ORD 4584; June 2012]
- B. Detached dwellings and related residential accessory structures in any Residential or Commercial zoning district. [ORD 4542; June 2010]
- C. Maintenance of a building, structure, or site in a manner that is consistent with previous approvals.
- D. Painting of any building in any zoning district.
- E. Wireless communication facilities.
- F. Food Cart Pods. [ORD 4662; September 2015]

Applicant's Response: *The proposed development does not qualify for an exception to the design review requirements.*

4. Design review approval through one of the procedures noted in Section 40.20.15. will be required for all new development where applicable. The applicable design standards or guidelines will serve as approval criteria depending on the procedure. Existing developments, and proposed additions, demolitions and redevelopments associated with them, will be treated according to the following principles:

- A. Development constructed or approved prior to December 15, 2004 is not subject to Design Review standards and guidelines, and is considered fully conforming to the

approvals issued at the time the development was approved by the City. Existing developments constructed prior to December 15, 2004, are not considered nonconforming if they do not meet design standards. If existing development is structurally damaged or destroyed by casualty, replacement shall occur as follows:

1. If structural damage or destruction is less than or equal to fifty percent (50%) of the existing gross floor area of the existing development, the area of damage or destruction can be replaced as legally existed on the site before the casualty loss.
2. If structural damage or destruction is more than fifty percent (50%) of the existing gross floor area of the existing development, the area of damage or destruction must meet the provisions of this Code in every regard unless otherwise authorized by the provisions of this Code. [ORD 4531; April 2010]

Applicant's Response: *There is no portion of the proposed development that was constructed prior to December 15, 2004.*

- B. Proposed new free-standing building(s) within an existing development will be subject to all applicable design standards.

Applicant's Response: *For purposes of this section, the entire proposed development will be considered a new development and be subject to the Design Guidelines.*

- C. Proposed redevelopment of existing structures and project site area is subject to all applicable design standards or guidelines to the extent where redevelopment of existing building or site area is proposed. Only that portion of existing building or site area that is proposed for redevelopment is subject to design review standards or guidelines as determined applicable. [ORD 4531; April 2010]

Applicant's Response: *The Applicant acknowledges that Design Review is required for all redevelopment. The applicable design guidelines will serve as approval criteria.*

5. Design Review approval is required for all applicable new and existing developments. The City recognizes, however, that meeting minimum Floor Area Ratio (FAR) in an early phase of a multi-phased development on a large site may be difficult. The City also recognizes that creating high quality pedestrian environments along public streets is a priority. In recognition of these and other issues, the following options are available.
 - A. Projects may use a Design Review Build-out Concept Plan (DRBCP), approved through a Type 3 process, to develop a site by demonstrating conceptually full compliance at build-out with the design review standards and/or guidelines established in Section 60.05. Such projects shall demonstrate in a DRBCP how future development of the site, to the minimum applicable floor area ratio (FAR), while meeting the development standards contained in Chapter 20 of the Beaverton Development Code and to the minimum applicable design standards contained in Section 60.05. or greater, can be achieved at ultimate build out of the DRBCP. A DRBCP shall:

1. Include a plan and narrative intended to address feasibility of constructing future phases, consistent with applicable development standards of the Development Code within the total site area where the project is proposed, and may include abutting properties if under same ownership;
2. Not rely on the removal of a structure in an early phase in order to demonstrate compliance in later phases.
3. Compliance with any applicable Design Standards and/or Guidelines shall not be deferred to future phases of a DRBCP. [ORD 4531; April 2010] [ORD 4706; May 2017]

Applicant's Response: *The proposal will not require the use of the Design Review Build-out Concept Plan (DRBCP) process.*

B. When a development site abuts two (2) or more Arterial Streets that are also designated Major Pedestrian Routes, application of the applicable design standards may be moved from along the Arterial Streets. This alternative is to provide parking lot drive aisles developed as internal private streets, and to locate buildings along the internal private streets, subject to the following:

1. The internal private streets shall extend from the Arterial Street to another public street, or back to an Arterial Street in such a way that street continuity is maintained along the entire internal street, and with abutting properties.
2. A public access easement shall be required along the internal private streets.
3. Buildings shall occupy a minimum percentage of the frontage of the internal private streets that is equal to the amount of lineal building frontage that would have been required under the standards for the Major Pedestrian Routes, and a minimum of 50% of the internal private streets shall have building frontage on both sides of the street.
4. All applicable design standards contained in Section 60.05., particularly 60.05.15.6. Building location and orientation along streets in Commercial and Multiple Use districts, 60.05.15.7 Building scale along Major Pedestrian Routes, 60.05.20.4 Street frontages and parking areas, 60.05.20.6 Off-Street parking frontages in Multiple Use zones, and 60.05.20.9 Ground floor uses in parking structures shall be met by buildings along the internal private streets. [ORD 4584; June 2012]

Applicant's Response: *To the extent possible, the proposed development will comply the requirements associated with building location and orientation along streets in Commercial and Multiple Use districts; building scale along Major Pedestrian Routes; Street frontages and parking areas; Ground floor uses in parking structures.*

40.20.15. Application.

There are three (3) Design Review applications which are as follows: Design Review Compliance Letter, Design Review Two, and Design Review Three.

1. Design Review Compliance Letter. *This section is not applicable to this application because the proposal is being review through a Design Review Three procedure.*
2. Design Review Two. *This section is not applicable to this application because the proposal is being review through a Design Review Three procedure.*

3. Design Review Three.

- A. Threshold. An application for Design Review Three shall be required when an application is subject to applicable design guidelines and one or more of the following thresholds describe the proposal:

1. **New construction of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district.** [ORD 4397; August 2006] [ORD 4410; December 2006] [ORD 4462; January 2008] [ORD 4584; June 2012]
2. New construction or addition of more than 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential zoning district. [ORD 4410; December 2006] [ORD 4462; January 2008] [ORD 4584; June 2012]
3. Building additions in Residential, Commercial, or Multiple Use zones more than 30,000 gross square feet of floor area. [ORD 4531; April 2010]
4. Building additions in industrial zones more than 30,000 gross square feet. [ORD 4531; April 2010]
5. Projects proposed utilizing the options described in Section 40.20.10.5.
6. New parks in Residential zoning districts.
7. A project meeting the Design Review Compliance Letter thresholds which does not meet an applicable design standard(s).
8. A project meeting the Design Review Two thresholds which does not meet an applicable design standard.

Applicant's Response: *The proposed Athletic Facility is proposed to be 169,170 square feet of floor area. This figure exceeds the maximum of 50,000 gross square feet of new construction in order to be processed through a Design Review Two. Based on this, the proposed meets the threshold for a Design Review Three.*

- B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Design Review Three. The decision making authority is the Planning Commission. [ORD 4532; April 2010]

Applicant's Response: *The Applicant understands that the application for a Design Review Three requires a Type 3 procedure with the decision making authority being the Planning Commission (PC).*

- C. Approval Criteria. [ORD 4365; October 2005] In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Design Review Three application.

Applicant's Response: *The proposed Athletic Facility exceeds the maximum of 50,000 gross square feet of new construction in order to be processed through a Design Review Two. Based on this, the proposed meets the threshold for a Design Review Three.*

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

Applicant's Response: *The Application include all applicable submittal requirements as well as the required fees of \$5,909.00 for the Design Review application.*

3. For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).

Applicant's Response: *With the approval of two major adjustments, the proposed development will generally be consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines)*

4. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance with specific Design Guidelines if any of the following conditions exist:

- a. A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or
- b. The location of existing structural improvements prevent the full implementation of the applicable guideline; or

- c. The location of the existing structure to be modified is more than 300 feet from a public street.

Applicant's Response: *The proposed development does not constitute an addition or modification to an existing development.*

5. For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP. [ORD 4584; June 2012]

Applicant's Response: *The proposed development will not utilize the DRBCP process.*

6. For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s). [ORD 4531; April 2010]

Applicant's Response: *The Applicant will address the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) only.*

7. For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines). [ORD 4531; April 2010]

Applicant's Response: *The proposed development is generally consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

8. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence. [ORD 4404; October 2006]

Applicants Response: *The Design Review Three application associated with the proposed development will be submitted to the City of Beaverton on appropriate form.*

The application submittal includes a Design Review Three. This will be reviewed concurrently with a number of other applications through a Type III procedure.

Subsequent to the land use decision, the Applicant anticipates submitting for the necessary Site Development and Engineering Reviews associated with grading, utility and roadway improvements.

- D. Submission Requirements. An application for a Design Review Three shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Design Review Three application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

Applicants Response: *The submission requirements as part of the proposed development will be submitted to the City of Beaverton by the Applicant or their authorized agent on approved forms (i.e. City application forms).*

The proposed development Design Review Three application will be accompanied by the information required by the application type and as specified in the City's code.

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Design Review Three application to ensure compliance with the approval criteria.

Applicants Response: *The Applicant understands that decision making authority may impose conditions on the approval on the Design Review Three application to ensure compliance with the approval criteria.*

- F. Appeal of a Decision. Refer to Section 50.70.

Applicants Response: *The Applicant understands that an appeal of a decision needs to comply with the requirements of Section 50.70 of the City's development code.*

The decision making authority's decision (i.e. Planning Commission) on a Type 3 application may be appealed only by the applicant or any other person who participated by providing either oral or written evidence on the record leading to the decision by the decision making authority.

The decision making authority on the appeal of Type 3 decision is the Beaverton City Council.

- G. Expiration of a Decision. Refer to Section 50.90.

Applicants Response: *The Applicant acknowledges that the expiration of a decision is outlined Section 50.90 of the City's development code.*

For a Design Review Three application, the expiration of the approval is two (2) years from the effective date of decision.

H. Extension of a Decision. Refer to Section 50.93.

Applicants Response: *The Applicant understands that the proposed development application approval can be extended in accordance with Section 50.93.*

Extension of a land use decision for a Design Review Three may be granted for a period of time not to exceed two (2) years and will be subject to a Type 2 review procedure.

40.45. LAND DIVISION AND RECONFIGURATION [ORD 4487; August 2008]

40.20.05. Purpose.

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of the boundaries of land within the City of Beaverton. This Section is carried out by the approval criteria listed herein

Applicant's Response: *The Applicant understands that the purpose of the Replat One application is to establish regulations, procedures, and standards for the division or reconfiguration of the boundaries of land.*

40.20.10. Applicability.

The provisions of this section apply to all subdivisions, partitions, developments involving the dedications of public right-of-way, and the reconfiguration of existing property lines. Code requirements for the vacation of public rights-of-way are in Section 40.75. (Street Vacations).

Applicant's Response: *The scope of proposal is to reconfigure (i.e. consolidate) three (3) existing parcels into one single lot. The proposed replat recognizes the additional right-of-way dedications along SW Barnes Road and SW Cedar Hills Boulevard as well as the new right-of-way dedication along NW 116th Avenue.*

40.20.15. Application.

There are nine (9) types of applications under this Section, as follows: Property Line Adjustment; **Replat One**; Replat Two; Preliminary Partition; Preliminary Subdivision; Preliminary Fee Ownership Partition; Preliminary Fee Ownership Subdivision; Final Land Division; and Expedited Land Division. [ORD 4584; June 2012].

1. Property Line Adjustment. *This section is not applicable to this application because the proposal meets the threshold for a Type 1 Replat One.*

2. **Replat One.** [ORD 4487; August 2008]

- A. An application for Replat One shall be required when any of the following thresholds apply: [ORD 4584; June 2012]

1. The reconfiguration of lots, parcels, or tracts within a single existing plat that decreases or consolidates the number of lots, parcels, or tracts in the plat; [ORD 4584; June 2012]
2. The creation of a plat for land that has never been part of a previously recorded plat where no new lots or parcels are proposed. [ORD 4584; June 2012] [ORD 4584; June 2012]

Applicant's Response: *The Application meets the threshold for a Replat One by proposing to consolidate three (3) existing parcels into a single lot. The proposed*

replat also recognizes the additional right-of-way dedications along SW Barnes Road and SW Cedar Hills Boulevard (identified as Area 1 on the plat) as well as the new right-of-way dedication along NW 116th Avenue (identified as Area 2 on the plat).

Refer to Section C – Exhibit Drawings, Sheet C051 – Preliminary Plat for additional information.

- B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Replat involving only the consolidation of lots and not triggering any of the thresholds in Section 40.45.15.3.A.1. through 40.45.15.3.A.3. The decision making authority is the Director. [ORD 4584; June 2012].

Applicant's Response: ***The Applicant understands that the application for a Replat One is a Type 1 procedure with the decision making authority being the Planning Director. However, since the project is being reviewed concurrently with several other applications, the Replat One will be reviewed through a Type III procedure.***

- C. Approval Criteria. In order to approve a Replat One application, the decision making authority shall make findings based on evidence provided by the applicant demonstrating that all the following criteria are satisfied.

1. The application satisfies the threshold requirements for a Replat One. [ORD 4584; June 2012].

Applicant's Response: ***The Application meets the threshold for a Replat One since it proposes to consolidate three (3) existing parcels into a single lot, thus reducing the number of lots.***

The proposed replat also recognizes the additional right-of-way dedications along SW Barnes Road and SW Cedar Hills Boulevard (identified as Area 1 on the plat) as well as the new right-of-way dedication along NW 116th Avenue (identified as Area 2 on the plat).

Refer to Section C – Exhibit Drawings, Sheet C051 – Preliminary Plat for additional information.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

Applicant's Response: ***The Application include all applicable submittal requirements as well as the required fees of \$677.00 for the Replat One application.***

3. The proposed Replat does not conflict with any existing City approval, except the City may modify prior approvals through the Replat process to comply with current Code standards and requirements.

Applicant's Response: *The proposed Replat does not conflict with any other approval. In fact, the Replat (i.e. consolidation) will facilitate the future development by removing interior parcel boundaries. Again, this application will be reviewed concurrently with several other applications through a Type III procedure.*

4. Oversized lots or parcels ("oversized lots") resulting from the Replat shall have a size and shape that facilitates the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed lots and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot. [ORD 4584; June 2012]

Applicant's Response: *Within the Corridor Commercial (CC) district there is no minimum lot size. Therefore, consolidating the three (3) existing parcels will not preclude future development. The Replat (i.e. consolidation) will actually facilitate the future development by removing interior parcel boundaries that currently limit development.*

The proposed replat also recognizes the additional right-of-way dedications along SW Barnes Road and SW Cedar Hills Boulevard (identified as Area 1 on the plat) as well as the new right-of-way dedication along NW 116th Avenue (identified as Area 2 on the plat). While property contains a number of easements, the Owner is in the process of trying to extinguish or relocated these.

Refer to Section C – Exhibit Drawings, Sheet C051 – Preliminary Plat for additional information.

5. Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following: [ORD 4584; June 2012].
 - a. Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,
 - b. Complies with minimum density requirements of the Development Code, provides appropriate lot size transitions adjacent to differently zoned properties, minimizes grading impacts on adjacent properties, and where a street is proposed, provides a standard street cross section with sidewalks. [ORD 4584; June 2012]

Applicant's Response: *Again, within the Corridor Commercial (CC) district there is no minimum lot size. Therefore, the lot area averaging standards do not apply.*

6. Applications that apply the lot area averaging standards of Section 20.05.15.D. shall not require further Adjustment or Variance approvals for the Land Division. [ORD 4584; June 2012]:

Applicant's Response: *No adjustments or variance are necessary as part of the Replat One proposal request.*

7. If phasing is requested by the applicant, the requested phasing plan meets all applicable City standards and provides for necessary public improvements for each phase as the project develops.

Applicant's Response: *No phasing plan is requested at part of the Replat One proposal request.*

8. The proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties. [ORD 4584; June 2012].

Applicant's Response: *The proposal to consolidate the three (3) parcels into one lot will not eliminate pedestrian, utility or vehicular access to the resulting property.*

Again, The proposed replat also recognizes the additional right-of-way dedications along SW Barnes Road and SW Cedar Hills Boulevard (identified as Area 1 on the plat) as well as the new right-of-way dedication along NW 116th Avenue (identified as Area 2 on the plat).

Refer to Section C – Exhibit Drawings, Sheet C051 – Preliminary Plat for additional information.

9. The proposal does not create a parcel or lot which will have more than one (1) zoning designation

Applicant's Response: *All three (3) of the existing parcels are zoned Commercial Corridor (CC) district. As a result, the resulting parcel once consolidated will contain a single zoning designation.*

10. Applications and documents related to the request requiring further City approval shall be submitted to the City in the proper sequence.

Applicants Response: *The Replat One application for the consolidation of three (3) existing parcels into one parcel will be submitted to the City of Beaverton on appropriate form and occur concurrently with the other application currently under review.*

D. Submission Requirements.

1. An application for a Replat One shall be made by the owner(s) of the subject property or the owner's authorized agent, on a form provided by the Director and

shall be filed with the Director. Provided, however, where the application is made in conjunction with a Legal Lot Determination under Section 40.47., the City may consider the application even if fewer than all the owners of the existing legal lot or parcel have applied for the approval. The Replat One application shall be accompanied by the information required by the application form, and the information required by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference. [ORD 4584; June 2012].

[ORD 4584; June 2012]

Applicants Response: *The submission requirements as part of the proposed development will be submitted to the City of Beaverton by the Applicant or their authorized agent on approved forms (i.e. City application forms).*

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Replat One application to ensure compliance with the approval criteria. [ORD 4584; June 2012].

Applicants Response: *The Applicant acknowledges that decision making authority may impose conditions on the approval of a Replat One application to ensure compliance with the approval criteria.*

- F. Appeal of a Decision. Refer to Section 50.60.

Applicants Response: *The Applicant understands that an appeal of a decision needs to comply with the requirements of Section 50.60 of the City's development code.*

The decision by the Planning Director on a Type 1 application may only be appealed by the applicant. The appellate decision making authority on appeal of Type 1 decisions is the Planning Commission.

- G. Expiration of a Decision. Refer to Section 50.90. [ORD 4584; June 2012]

Applicants Response: *The Applicant acknowledges that the expiration of a decision is outlined Section 50.90 of the City's development code.*

For a Replat application, the expiration of the approval is two (2) years from the effective date of decision.

- H. Extension of a Decision. Refer to Section 50.93.

Applicants Response: *The Applicant understands that the proposed development application approval can be extended in accordance with Section 50.93.*

Extension of a land use decision for a Replat One may be granted for a period of time not to exceed two (2) years and will be subject to a Type 2 review procedure.

3. Replat Two. *This section is not applicable to this application because the proposal meets the threshold for a Type 1 Replat One.*
4. Preliminary Partition. *This section is not applicable to this application because the proposal meets the threshold for a Type 1 Replat One.*
5. Preliminary Subdivision. *This section is not applicable to this application because the proposal meets the threshold for a Type 1 Replat One.*
6. Preliminary Fee Ownership Partition. *This section is not applicable to this application because the proposal meets the threshold for a Type 1 Replat One.*
7. Preliminary Fee Ownership Subdivision. *This section is not applicable to this application because the proposal meets the threshold for a Type 1 Replat One.*
8. Final Land Division. *This section is not applicable to this application because the proposal meets the threshold for a Type 1 Replat One.*
9. Expedited Land Division. *This section is not applicable to this application because the proposal meets the threshold for a Type 1 Replat One.*

40.50. LOADING DETERMINATION

40.50.05. Purpose.

The purpose of a Loading Determination is to establish mechanism to determine or modify the required number of off-street loading spaces, or modify the off-street loading space dimensions in advance of, or concurrent with, applying for approval of an application, development, permit, or other action. This Section is carried out by the approval criteria listed herein.

Applicant's Response: *The Applicant understands that the purpose of a Loading Determination application is to establish mechanism to modify the required number of off-street loading spaces required in conjunction with Design Review Three application.*

40.50.10. Applicability.

A Loading Determination may be requested in writing to establish an off-street loading space total for any use not specifically listed in Section 60.25. (Off-Street Loading), establish an off-street loading space total that differs from the listed requirement in Section 60.25., and modify the off-street loading space dimensions listed in Section 60.25. of the Development Code. [ORD 4584; June 2012]

Applicant's Response: *An Athletic Facility is not listed as one of the uses identified in Section 60.25 (Off-Street Loading). Based on this, the Applicant is requesting a loading determination to determine an off-street loading space total for the proposed uses within the subject property.*

40.50.15. Application.

There is a single Loading Determination application which is subject to the following requirements.

1. Loading Determination.

- A. Threshold. An application for Loading Determination shall be required when one or more of the following thresholds apply:
 1. A request that the Director establish, in writing, an off-street loading space total or requirement for any use not listed or substantially similar to a use listed in Section 60.25. (Off-Street Loading) of this Code.
 2. A request to modify the total number of off-street loading spaces from the required number listed in Section 60.25. (Off-Street Loading) of this Code.
 3. A request to modify the dimensions of a required off-street loading space listed in Section 60.25. (Off-Street Loading) of this Code.

Applicant's Response: *An Athletic Facility most closely aligns with the category of "Department stores, retail establishments, funeral homes, restaurants, and commercial establishments not otherwise specified" under the uses identified in Section 60.25 (Off-Street Loading). Based on this, the Applicant is requesting a reduction in the total required number of off-street loading spaces for the proposed uses within the subject property*

- B. Procedure Type. The Type 2 procedure, as described in Section 50.40. of this Code, shall apply to an application for Loading Determination. The decision making authority is the Director.

Applicant's Response: *The Applicant understands that the application for a Loading Determination requires a Type 2 procedure with the decision making authority being the Planning Director. However, since the proposed development is already required to undergo a Type 3 procedure, this application will be review concurrently with the other applications.*

- C. Approval Criteria. In order to approve a Loading Determination application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Loading Determination application.

Applicant's Response: *An Athletic Facility most closely aligns with the category of "Department stores, retail establishments, funeral homes, restaurants, and commercial establishments not otherwise specified" under the uses identified in Section 60.25 (Off-Street Loading). Based on the building square footage, five loading spaces are required. The Applicant is requesting a reduction from five to two. Based on this, the threshold requirements for a Loading Determination have been satisfied.*

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

Applicant's Response: *The Application submittal include all applicable submittal requirements as well as the required fees of \$439.00 for the Loading Determination application.*

3. The determination will not create adverse impacts, taking into account the total gross floor area and the hours of operation of the use.

Applicant's Response: *The reduction in the loading berth requirement will not create any adverse impacts taking into consideration the total square footage and hours of operation.*

In other similar facilities, two loading berths, meeting the Type B (30 feet long by 12 feet wide by 14 feet 6 inches high) is more than adequate to accommodate the loading requirements for the on-going operation of the facility.

The hours of operation are generally from 4:00am until 12:00am midnight.

Solid waste collection will vary depending upon hauler's route and schedule. However, generally this includes pickup twice a week. This will occur from the rear of the building.

Deliveries to the café will occur 2-3 times a week. This will occur at the front door as it is typical for vendors to utilize a box truck for café deliveries.

Pool chemicals are delivered in small quantities and the frequency ranges from monthly to quarterly depending on the seasonal variation of the outdoor pool closure. This would occur at the rear of the building.

4. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site and in connecting with the surrounding circulation system.

Applicant's Response: *The reduction in the number of off-street loadings berths will not affect the efficient vehicular and pedestrian circulation patterns within the boundaries of the site. The majority of Life Time facilities usually only has one loading berth.*

The two proposed loading berths (30 feet long by 12 feet wide by 14 feet 6 inches high) are located on the east side of the Athletic Facility building. Access to this area is through a private service road that is located between the Athletic Facility and the Parking Structure.

Signage and other pavement treatments will be employed to discourage patron from using this service access. Deliveries and solid waste pick-up will occur during non-peak times in an effort to avoid conflicts with vehicular and pedestrian usage.

5. The proposal will be able to reasonably accommodate the off-street loading needs of the structure.

Applicant's Response: *Based on other similar facilities of this size, two loading berths are more than adequate to receive deliveries and accommodate solid waste pick-up. Almost all of our clubs only have one loading berth.*

Most deliveries are made to the front entry; the only back of house pick-up items are for trash and pool chemicals.

Solid waste collection will vary depending upon hauler's route and schedule. However, generally this includes pickup twice a week. This will occur from the rear of the building.

Deliveries to the café will occur 2-3 times a week. This will occur at the front door as it is typical for vendors to utilize a box truck for café deliveries.

Pool chemicals are delivered in small quantities and the frequency ranges from monthly to quarterly depending on the seasonal variation of the outdoor pool closure. This would occur at the rear of the building.

For comparative purposes, a summary matrix of similar facilities operated by Life Time is provided in Section D – Appendices, Appendix 42. As previously stated, each of these facilities is adequately being served by a single loading berth.

6. The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Requirements) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.

Applicant's Response: *The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and improvements, dedications, or both required by the applicable provisions of Chapter 60 will be provided or can be provided in rough proportion to the identified impact(s) of the proposal.*

7. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency.

Applicant's Response: *Adequate means will provided to ensure continued periodic maintenance and necessary normal replacement of the garbage and recycling storage areas and other facilities.*

8. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.

Applicant's Response: *The Application include all applicable submittal requirements for the Loading Determination application.*

9. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence. [ORD 4404; October 2006]

Applicants Response: *The Loading Determination application associated with the proposed development will be submitted to the City of Beaverton on appropriate form.*

- D. Submission Requirements. An application for a Loading Determination shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Loading Determination application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

Applicants Response: *The submission requirements as part of the proposed development will be submitted to the City of Beaverton by the Applicant or their authorized agent on approved forms (i.e. City application forms).*

The proposed development Loading Determination application will be accompanied by the information required by the application type and as specified in the City's code.

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Loading Determination application to ensure compliance with the approval criteria.

Applicants Response: *The Applicant understands that decision making authority may impose conditions on the approval on the Loading Determination application to ensure compliance with the approval criteria.*

- F. Appeal of Decision. Refer to Section 50.65.

Applicants Response: *The Applicant understands that an appeal of a decision needs to comply with the requirements of Section 50.65 of the City's development code.*

The decision making authority's decision (i.e. Planning Director) on a Type 2 application may be appealed only by the applicant or by any other person who submitted written evidence prior to the decision of the Director.

The decision making authority on the appeal of Type 2 decision is the Planning Commission (PC).

- G. Expiration of a Decision. Refer to Section 50.90.

Applicants Response: *The Applicant acknowledges that the expiration of a decision is outlined Section 50.90 of the City's development code.*

For a Loading Determination application, the expiration of the approval is one (1) year from the effective date of decision.

H. Extension of a Decision. Previous approval of Loading Determination application shall not be extended.

Applicants Response: *The Applicant understands that the Loading Determination application approval cannot be extended.*

SIDEWALK DESIGN MODIFICATION

40.50.05. Purpose.

The purpose of the Sidewalk Design Modification application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified to address existing conditions and constraints as a specific application. For purposes of this section, sidewalk ramps constructed with or without contiguous sidewalk panels leading to and away from the ramp shall be considered sidewalks. This section is implemented by the approval criteria listed herein.

Applicants Response: *The Applicant understands the purpose of this application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified.*

40.58.10. Applicability.

The Sidewalk Design Modification application shall be applicable to all streets in the City.

Applicants Response: *The Applicant understands that the Sidewalk Design Modification is applicable to streets within the City (including County and State owned roadways).*

40.58.15. Application.

There is a single Sidewalk Design Modification application which is subject to the following requirements.

- A. Threshold. An application for Sidewalk Design Modification shall be required when one of the following thresholds applies:
 1. **The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.**
 2. The dimensions or locations of street tree wells specified in the Engineering Design Manual are proposed to be modified.

Applicant's Response: *The project meets the threshold requirements for Side Design Modification since the Applicant is requesting an interim approval of 5 foot wide curb tight sidewalk (with no planter strip) along a portion of SW Cedar Hills Boulevard (north of SW Barnes Road).*

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

- B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Sidewalk Design Modification. The decision making authority is the Director.

Applicant's Response: *The Applicant understands that the application for a Sidewalk Design Modification requires a Type 1 procedure with the decision making authority being the Planning Director. However, since the proposed development is already required to undergo a Type 3 procedure, this application will be review concurrently with the other applications.*

- C. Approval Criteria. In order to approve a Sidewalk Design Modification application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Sidewalk Design Modification application.

Applicant's Response: *The Applicant is requesting a Sidewalk Design Modification to allow an interim 5 foot wide curb tight sidewalk (no planter) along the frontage of SW Cedar Hills Boulevard, north of SW Barnes Road (west side only). This represents a change in the minimum standards for the sidewalk width and planter strip requirements as specified in the Engineering Design Manual.*

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

Applicant's Response: *The Application include all applicable submittal requirements as well as the required fees of \$168.00 for the Sidewalk Design Modification application.*

3. One or more of the following criteria are satisfied:

a. That there exist local topographic conditions, which would result in any of the following:

- i. A sidewalk that is located above or below the top surface of a finished curb.
- ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property .

b. That there exist local physical conditions such as:

- i. An existing structure prevents the construction of a standard sidewalk.
- ii. An existing utility device prevents the construction of a standard sidewalk.

- iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.
- c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.
- d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.

Applicant's Response: *The proposed sidewalk is located on a parcel that is undeveloped and contains extreme slopes from the roadway to the west.*

Standard sidewalk design along arterials roadways requires a six (6) foot sidewalk with a seven (7) foot planter strip.

Along SW Cedar Hills Boulevard, the standard sidewalk design requires 14 feet measured from face of curb (13 feet plus .5 feet for curb and .5 feet outward of sidewalk).

In order to build a standard sidewalk in accordance with City design standards, it would either require additional right-of-way to be acquired (or slope easement) accommodate the back slope or the construction an extensive retaining wall. The Applicant is requesting a Sidewalk Design Modification to construct an interim five (5) sidewalk with no planter strip. As such time the property develops in the future, a standard sidewalk section could be constructed as part of typical right-of way improvements.

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

4. The proposal complies with provisions of Section 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths).

Applicant's Response: *The proposed Modification complies with the provisions of Section 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths).*

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

5. Applications and documents related to the request, which will require further City approval, have been submitted to the City in the proper sequence.

Applicants Response: *The Sidewalk Design Modification application associated with the proposed development will be submitted to the City of Beaverton on appropriate form.*

6. The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.

Applicant's Response: *The proposed modification provides for safe and efficient pedestrian circulation along the periphery of the subject property. The sidewalk will provide an unobstructed path at least five (5) feet wide.*

- D. Submission Requirements. An application for a Sidewalk Design Modification shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Sidewalk Design Modification application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

Applicants Response: *The submission requirements as part of the proposed development will be submitted to the City of Beaverton by the Applicant or their authorized agent on approved (i.e. City application forms).*

The proposed development Sidewalk Design Modification application will be accompanied by the information required by the application type and as specified in the City's code.

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Sidewalk Design Modification application to ensure compliance with the approval criteria.

Applicants Response: *The Applicant understands that decision making authority may impose conditions on the approval on the Sidewalk Design Modification application to ensure compliance with the approval criteria.*

- F. Appeal of a Decision. Refer to Section 50.65.

Applicants Response: *The Applicant understands that an appeal of a decision needs to comply with the requirements of Section 50.65 of the City's development code.*

The decision making authority's decision (i.e. Planning Director) on a Type 2 application may be appealed only by the applicant or by any other person who submitted written evidence prior to the decision of the Director.

The decision making authority on the appeal of Type 2 decision is the Planning Commission (PC).

- G. Expiration of a Decision. Refer to Section 50.90.

Applicants Response: *The Applicant acknowledges that the expiration of a decision is outlined Section 50.90 of the City's development code.*

Extension of a land use decision for a Sidewalk Design Modification may be granted for a period of time not to exceed two (2) years and will be subject to a Type 2 review procedure.

40.90. TREE PLAN [ORD 4348; May 2005]

40.90.05. Purpose.

Healthy trees and urban forests provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. The purpose of a Tree Plan application is to provide a mechanism to regulate pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and Significant Natural Resource Areas (SNRAs)), and Community Trees thus helping to preserve and enhance the sustainability of the City's urban forest. This Section is carried out by the approval criteria listed herein and implements the SNRA, Significant Grove, Significant Individual Tree, and Historic Tree designations as noted or mapped in Comprehensive Plan Volume III.

Applicants Response: *The Applicant understands the purpose of the Tree Plan application is to provide a mechanism to removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and Significant Natural Resource Areas (SNRAs), and Community Trees.*

40.90.10. Applicability.

Different types of resources require different levels of protection. No Tree Plan is required for the following actions:

1. Removal of up to four (4) Community Trees, or up to 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period. Properties one-half acre or less in size developed with a detached dwelling may remove any number of Community Trees.
2. Removal and pruning of any hazardous, dead, or diseased tree when the tree is identified as such by a certified arborist or by the City Arborist and the removal is required by the City.
3. In the event of an emergency requiring tree removal or pruning prior to the City Arborist's determination, if evidence justifies the emergency removal after the fact, then no tree plan is required for removal.
4. Minor pruning, as defined in Chapter 90.
5. Pruning of trees consistent with the Vision Clearance requirements of the Engineering Design Manual. [ORD 4397; August 2006]
6. Pruning of trees by the utility provider for above ground utility power lines following acceptable arboricultural standards and practices.

7. Pruning of trees to maintain the minimum 8 foot clearance above a sidewalk.
8. Removal or pruning of the following nuisance tree species anywhere in the city: Lombardy Poplar (*Populus nigra*), and birch (*Betula* sp.). Where Lombardy Poplar or birch trees are part of an approved landscape plan, Design Review approval is required for the removal of the Landscape Trees. *[ORD 4584; June 2012]*
9. Removal and pruning of the following nuisance tree species in Significant Groves and SNRAs: Norway maple (*Acer platanoides*), Tree-of-Heaven (*Ailanthus altissima*), Golden Chain Tree (*Laburnum watereri*), and English or Common Hawthorn (*Crataegus monogyna*). *[ORD 4584; June 2012]*
10. Removal of a tree or nonnative vegetation listed as a Nuisance or Prohibited Plant on Metro's Native Plant List or in Clean Water Services' Design and Construction Standards.
11. Within SNRAs and Significant Groves, planting of native vegetation listed on the Metro's Native Plant List or in Clean Water Services' Design and Construction Standards when planted with non-mechanized hand held equipment.
12. Removal of any tree associated with a public street and sidewalk improvement project that meet A. or B. and C: *[ORD 4659; June 2015]*
 - A. Improvements within an existing public vehicular right-of-way; or
 - B. Improvements to a public vehicular right-of-way in order to meet functional classification standards, such as widening or half-street improvements; and
 - C. The proposed improvements do not exceed the minimum width standards of the Engineering Design Manual.
13. Trails within SNRAs and Significant Groves meeting all of the following:
 - A. Construction must take place between May 1 and October 30 with hand held equipment;
 - B. Trail widths must not exceed 30 inches and trail grade must not exceed 20 percent;
 - C. Trail construction must leave no scars greater than three inches in diameter on live parts of native plants; and
 - D. Trails must be placed outside the top of bank of any stream, river, or pond, and
 - E. Trails must be 100% pervious.
14. Street Trees are covered by the Beaverton Municipal Code and Section 60.15.15.6.

15. Landscape Trees are covered by Section 40.20. (Design Review) and Section 60.60. (Trees and Vegetation).

16. Enhancement activities conducted by a public agency for the sole purpose of improving the ecological health of forest and water resources.
17. Removal of a tree(s) by the City of Beaverton or Clean Water Services that is within five (5) feet of a section of existing sanitary or storm sewer line that is in need of emergency repair and/or maintenance within a SNRA when no reasonable alternative exists. [ORD 4397; August 2006]

Applicants Response: *The Applicant understands that the provisions of this section apply since the proposed project will removal of four (4) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period.*

40.90.15. Application.

There are four (4) Tree Plan applications which are as follows: Tree Plan One, Tree Plan Two, Tree Plan Three, and Commercial Timber Harvest.

1. Tree Plan One. *This section is not applicable to this application since the subject property meets the threshold for a Tree Plan Two application.*

2. Tree Plan Two

- A. Threshold. An application for Tree Plan Two shall be required when none of the actions listed in Section 40.90.10. apply, none of the thresholds listed in Section 40.90.15.1. apply, and one or more of the following thresholds apply:

1. **Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period, except as allowed in Section 40.90.10.1. [ORD 4584; June 2012]**
2. Multiple Use zoning district: Removal of up to and including 85% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services. [ORD 4584; June 2012]
3. **Commercial, Residential, or Industrial zoning district: Removal of up to and including 75% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services. [ORD 4584; June 2012]**
4. Removal of a Significant Individual Tree(s).

Applicant's Response: *Below is a list of the specific trees identified for removal on the subject property.*

Tree #	Quantity	Size (in)	Botanical Name	Common	Note	Tree Type	Action
50036	1	12	Acer Species	Maple		Community	Remove
50506	1	18	Acer Species	Maple		Landscape	Remove
50505	1	12	Acer Species	Maple		Landscape	Remove
50500		8	Acer Species	Maple	Exempt - Size	Community	Remove
50814	1	40	Sequoiadendron giganteum	Giant Sequoia		Community	Retain
50911	1	12	Pseudotsuga menziesii	Douglas Fir		Community	Retain
50913	1	13	Acer Species	Maple		Landscape	Remove
50854	1	18	Platanus occidentalis	Planetree		Landscape	Remove
50326	1	10	Acer Species	Maple		Community	Remove
		8	Acer Species	Maple	Exempt - Size	Community	Remove
		6	Acer Species	Maple	Exempt - Size	Community	Remove
		4	Acer Species	Maple	Exempt - Size	Community	Remove
50710	1	28	Platanus	Planetree		Landscape	Remove
50711		6	Alnus Species	Alder	Exempt - Size	Community	Remove
		6	Alnus Species	Alder	Exempt - Size	Community	Remove
50569	1	12	Acer Species	Maple		Landscape	Remove
50581	1	10	Acer Species	Maple		Landscape	Remove
50053	1	15	Acer Species	Maple		Community	Remove
	1	15	Acer Species	Maple		Community	Remove
	1	12	Acer Species	Maple		Community	Remove
	1	10	Acer Species	Maple		Community	Remove
50336		6	Salix Species	Willow	Exempt - Size	Community	Remove
		6	Salix Species	Willow	Exempt - Size	Community	Remove
		4	Salix Species	Willow	Exempt - Size	Community	Remove
		4	Salix Species	Willow	Exempt - Size	Community	Remove
		2	Salix Species	Willow	Exempt - Size	Community	Remove
		2	Salix Species	Willow	Exempt - Size	Community	Remove
50337		6	Salix Species	Willow	Exempt - Size	Community	Remove
		6	Salix Species	Willow	Exempt - Size	Community	Remove
		6	Salix Species	Willow	Exempt - Size	Community	Remove
50344	1	14	Acer Species	Maple		Community	Remove
	1	14	Acer Species	Maple		Community	Remove
50303	1	14	Fraxinus Species	Ash		Community	Remove
50302	1	10	Fraxinus Species	Ash		Community	Remove
		7	Fraxinus Species	Ash	Exempt - Size	Community	Remove
		5	Fraxinus Species	Ash	Exempt - Size	Community	Remove
50304	1	10	Fraxinus Species	Ash		Community	Remove
50305	1	12	Fraxinus Species	Ash		Community	Remove
	1	10	Fraxinus Species	Ash		Community	Remove

		8	Fraxinus Species	Ash	Exempt - Size	Community	Remove
		6	Fraxinus Species	Ash	Exempt - Size	Community	Remove
		6	Fraxinus Species	Ash	Exempt - Size	Community	Remove
50309		8	Crataegus Species	Hawthorn	Exempt - Size	Community	Remove
51122		6	Quercus Species	Oak	Exempt - Size	Community	Remove

Of the 44 trees identified, 22 trees are exempt due to their size (less than 10 inches DBH). Of the remaining 22 trees, twenty (20) trees with a 269 equivalent DBH will be removed to accommodate future development within the site. Two trees with a 52 DBH (a 40 inch sequoia and 12 inch fir) will be retained.

In addition to the on-site trees, the proposed development will require the removal of thirteen (13) additional trees on tax lot 200, T1S R1W and two (2) from tax lot 1100 T1S R1W Section 03BA in order to accommodate the installation of a storm line. Because this off-site improvement is necessary to address the on-site drainage requirements, this work has been included as part of this application. Of the fifteen proposed trees identified for removal, five are located within the resource areas. A summary of these is listed below.

Tree #	Quantity	Size (in)	Botanical Name	Common	Note	Tree Type	Action
NA	1	36	Pseudotsuga menziesii	Douglas Fir		Community	Remove
NA	1	36	Pseudotsuga menziesii	Douglas Fir		Community	Remove
NA	1	24	Pseudotsuga menziesii	Douglas Fir		Community	Remove
NA	1	42	Pseudotsuga menziesii	Douglas Fir		Community	Remove
NA	1	6	Acer Species	Maple	Exempt - Size	Community	Remove
NA	1	20	Thuja plicata	Western Red Cedar		Community	Remove
NA	1	14	Thuja plicata	Western Red Cedar		Community	Remove
NA	1	14	Pseudotsuga menziesii	Douglas Fir		Community	Remove
NA	1	18	Pseudotsuga menziesii	Douglas Fir	<i>Located within Resource Area</i>	Community	Remove
NA	1	24	Pseudotsuga menziesii	Douglas Fir	<i>Located within Resource Area</i>	Community	Remove
NA	1	18	Thuja plicata	Western Red Cedar	<i>Located within Resource Area</i>	Community	Remove
NA	1	16	Pseudotsuga menziesii	Douglas Fir	<i>Located within Resource Area</i>	Community	Remove

NA	1	32	Pseudotsuga menziesii	Douglas Fir	<i>Located within Resource Area</i>	Community	Remove
NA	1	16	Alnus Rubra	Red Alder	<i>Located on Tax lot 1100</i>	Community	Remove
NA	1	10	Alnus Rubra	Red Alder	<i>Located on Tax lot 1100</i>	Community	Remove

- B. Procedure Type. The Type 2 procedure, as described in Section 50.40. of this Code, shall apply to an application for Tree Plan Two. The decision making authority is the Director.

Applicant's Response: *The Applicant understands that the application for a Tree Plan requires a Type 2 procedure with the decision making authority being the Planning Director. However, since the proposed development is already required to undergo a Type 3 procedure, this application will be review concurrently with the other applications.*

- C. Approval Criteria. In order to approve a Tree Plan Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Tree Plan Two application.

Applicant's Response: *The proposed development project identifies the removal of 22 trees which meets the threshold of "removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site".*

In addition, five (5) trees (four Douglas Firs and one Western Red Cedar) are being removed within the Significant Natural Resource Area (SNRA) north of SW Barnes Road in order to connect the Storm Sewer line.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

Applicant's Response: *The Application include all applicable submittal requirements as well as the required fees of \$1,540.00 for the Tree Plan Two application.*

3. If applicable, removal of any tree is necessary to observe good forestry practices according to recognized American National Standards Institute (ANSI) A300-1995 standards and International Society of Arborists (ISA) standards on the subject.

Applicant's Response: *None of the trees are being removed in order to observe good forestry practices. Each of the trees identified for removal are being done so to accommodate the future development.*

4. If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists.

Applicant's Response: *All of the trees identified for removal are being done so to accommodate the physical development (i.e. buildings, parking and pool deck). Due to the topography, lot configuration and tree density, the proposed alignment provides the most direct and least impact on the natural resources. Other alternatives would result in more trees being removed and could adversely impact the future development potential of the parcel north of Barnes Road.*

5. If applicable, removal of any tree is necessary because it has become a nuisance by virtue of damage to property or improvements, either public or private, on the subject site or adjacent sites.

Applicant's Response: *None of the trees are being removed because they are considered a nuisance by virtue of damage to property or improvements. Each of the trees identified for removal are being done so to accommodate the future development.*

6. If applicable, removal is necessary to accomplish public purposes, such as installation of public utilities, street widening, and similar needs, where no reasonable alternative exists without significantly increasing public costs or reducing safety.

Applicant's Response: *Each of the trees identified for removal are being done so to accommodate the future development for public utility (i.e. storm water conveyance). Due to the topography, there are no other reasonable alternatives to convey storm water to the outfall along Johnson Creek*

7. If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, or to eliminate conflicts with structures or vehicles. [ORD 4584; June 2012]

Applicant's Response: *None of the trees are being removed are necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, or to eliminate conflicts with structures or vehicles. Each of the trees identified for removal are being done so to accommodate the future development.*

8. If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in a reversal of the original determination that the SNRA or Significant Grove is significant based on criteria used in making the original significance determination.

Applicant's Response: *None of the trees within the subject property are located within a Significant Natural Resource Area or Significant Grove. Each of the trees identified for removal are being done so to accommodate the future development.*

9. If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in the remaining trees posing a safety hazard due to the effects of windthrow.

Applicant's Response: *None of the trees within the subject property are located within a Significant Natural Resource Area or Significant Grove. Each of the trees identified for removal are being done so to accommodate the future development.*

10. The proposal is consistent with all applicable provisions of Section 60.60. (Trees and Vegetation) and Section 60.67. (Significant Natural Resources).

Applicant's Response: *The development proposal is consistent with applicable provisions of Section 60.60. (Trees and Vegetation). Section 60.67. (Significant Natural Resources) is not applicable to this development since no resources are located on site.*

11. Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

[ORD 4584; June 2012]

Applicants Response: *Grading and contouring of the site will be designed to accommodate the proposed use and to mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system. The proposed grades will match the existing grades along the perimeter of the site.*

On the parcel north of SW Barnes Road, the grading will match pre-existing conditions. No grading will occur within the root zones of trees identified for protection. Within the Significant Natural Resource Area, five trees will be removed to accommodate the storm water conveyance pipe and outfall. All grading in this area will match pre-existing conditions.

12. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.

Applicants Response: *The Tree Plan Two application associated with the proposed development will be submitted to the City of Beaverton on appropriate form.*

13. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence. *[ORD 4404; October 2006] [ORD 4462; January 2008]*

Applicants Response: *The Tree Plan Two application associated with the proposed development will be submitted to the City of Beaverton on appropriate form.*

- D. Submission Requirements. An application for a Tree Plan Two shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Tree Plan Two application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

Applicants Response: *The submission requirements as part of the proposed development will be submitted to the City of Beaverton by the Applicant or their authorized agent on approved forms (i.e. City application forms).*

The proposed development Tree Plan Two application will be accompanied by the information required by the application type and as specified in the City's code.

- E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Tree Plan Two application to ensure compliance with the approval criteria. In addition to the approval criteria, the decision making authority may also impose other conditions of approval to ensure that the proposed tree work meets all requirements listed in Section 60.60. (Trees and Vegetation).

Applicants Response: *The Applicant understands that decision making authority may impose conditions on the approval on the Tree Plan Two application to ensure compliance with the approval criteria in Section 60.60.*

- F. Appeal of a Decision. Refer to Section 50.65.

Applicants Response: *The Applicant understands that an appeal of a decision needs to comply with the requirements of Section 50.65 of the City's development code.*

The decision making authority's decision (i.e. Planning Director) on a Type 2 application may be appealed only by the applicant or by any other person who submitted written evidence prior to the decision of the Director.

The decision making authority on the appeal of Type 2 decision is the Planning Commission (PC).

- G. Expiration of a Decision. Refer to Section 50.90.

Applicants Response: *The Applicant acknowledges that the expiration of a decision is outlined Section 50.90 of the City's development code.*

Extension of a land use decision for a Tree Plan may be granted for a period of time not to exceed two (2) years and will be subject to a Type 2 review procedure.

H. Extension of a Decision. Previous approval of Tree Plan Two proposal shall not be extended.

Applicants Response: *The Applicant understands that the proposed development application approval cannot be extended.*

3. Tree Plan Three. *This section is not applicable to this application since the subject property meets the threshold for a Tree Plan Two application.*

4. Commercial Timber Harvest. *This section is not applicable to this application since the subject property meets the threshold for a Tree Plan Two application.*

Chapter 60 – Special Requirements

60.05. DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES [ORD 4332; January 2005]

60.05.05. Purpose.

The following design principles, standards and guidelines shall be met by new development and redevelopment where applicable, throughout the City. [ORD 4584; June 2012]

Applicant's Response: *The Owner/Applicant acknowledges that the design principles, standards and guidelines are intended to guide the development of new construction.*

60.05.10. Design Principles.

The following design principles are general statements to guide the development of the built environment, the appearance of that development, and the effect of that development on the existing surroundings. The design guidelines and standards implement these principles. [ORD 4584; June 2012]

- 1. Building Design and Orientation.** Design buildings that enhance the visual character of the community and take into account the surrounding neighborhoods, provide permanence, and create a sense of place. In Residential, Commercial and Multiple Use districts, design buildings that contribute to a safe, high quality pedestrian-oriented streetscape.

Applicant's Response: *The proposed buildings enhance the visual character of the community and take into account the surrounding neighborhoods.*

The proposed building will have vertical and horizontal articulation. The entry will have 'wing walls' that stand out proud of the façade by approximately six feet (6), with the actual entry being recessed from the flanking wing walls. The elevations will have vertical pilasters in line with the structural bay that extend approximately 2'-6" from face of wall between the bays of glazing. The bays of glazing will be broken up by metal panel spandrel at the floor levels. A cornice element will be constructed at the top of the wall that will cantilever out from the face of wall.

The treatment of all sides of the structures will all be treated similar as to not have a "back" of the building. The elevations facing SW Cedar Hills Blvd and SW Barnes Road will be treated with the same architectural treatment as the front of the building. The amount of glazing along all elevations will provide visual interest as the pedestrians will be able to see the activities that are occurring within the spaces in the building.

2. Multiple Use District Building Orientation and Design. *This principal is not applicable to this application since the subject property is located in a Commercial District (i.e Corridor Commercial Zoning District). None of the proposed development is located in a multiple use district.*
3. Circulation and Parking Design. Provide integrated multi-modal circulation and parking improvements that are safe and convenient, connect to surrounding neighborhoods and streets, and serve the needs of development.

Applicant's Response: *The proposed development provides for a safe and convenient multi-modal circulation system as well as sufficient parking improvements that serve the needs of development.*

As part of the development, the Applicant will be constructing 2/3 street improvements to a new local public street referred to as 116th Avenue. Vehicular access to the subject property will occur at two points: 1) midway point off the proposed 116th Avenue; and 2) at the terminus of SW Choban Lane/116th Avenue.

The internal drive aisles provide direct connection to the parking areas. Parking will be accommodated through a combination of surface parking and parking within a parking structure. The proposed development identifies 179 surface stalls and 619 stalls located within the parking structure.

SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.

The internal walkways have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surrounding street network.

4. Landscape, Open Space, and Natural Areas Design. Create landscape areas that contribute to the aesthetics of the community, conserve, protect, enhance or restore natural features and the natural environment, provide an attractive setting for buildings, and provide safe, interesting outdoor spaces for residents, customers, employees, and the community. Whenever possible, utilize native vegetative species which are disease and drought tolerant.

Applicant's Response: *The proposed development results in a landscape area that provides an attractive setting for buildings; and provides safe and interesting outdoor spaces for customers and employees that contribute to the overall aesthetics of the community.*

The focal point of the landscape plan will be a pedestrian plaza located at the corner of SW Barnes Road and SW Cedar Hills Boulevard. This feature will contain 200-300 square foot plaza area and will contain: street furniture including benches, decorative pavers, ornamental plantings and a monument signage with a water feature.

Street trees (consisting of 2-3 varieties) will placed in tree wells will planted within the ten (10) foot wide sidewalk along the periphery of the site (i.e. SW Barnes Road and SW 116th Avenue). Along SW Cedar Hills Boulevard, the street trees will placed in continuous planter strip adjacent to the ten (10) foot sidewalk.

Internally, the surface parking areas will be landscaped with a mixture of trees, shrubs and ground covers. Parking stalls located immediately adjacent to the street and major pedestrian route will be screened with an evergreen hedge.

A mixture of landscape materials will be planted along the facades of the Athletic Facility and Parking Structure to soften the façade, improve aesthetics and create a comfortable pedestrian scale.

The development also includes two (2) storm water quality facilities: one is located on the west side of the property adjacent to SW 116th Avenue and the other is located along the east side of the property adjacent to the loading berths. Each of these will be planted with materials approved by the City and Clean Water Services (CWS).

5. **Lighting Design.** Provide exterior lighting for buildings, parking lots, pedestrian pathways, vehicular areas, pedestrian plazas, public open spaces to ensure public safety and convenience, and to minimize excessive illumination on environmentally sensitive areas, adjoining properties, and streets.

Applicant's Response: *The proposed development provides for exterior lighting for buildings, parking lots, vehicular areas, pedestrian walkways, pedestrian plazas in order to ensure public safety and convenience as well as minimize excessive illumination on adjoining properties and streets.*

Refer to Section C – Exhibit Drawings, Sheet E100 – Photometric Plan (Preliminary) for additional information.

Also refer to Section D – Appendices, Appendix 35 – Lighting Fixtures for specific information on fixtures proposed as part of the development.

60.05.15. Building Design and Orientation Standards. *The standards are not applicable to this application since the proposed development is being reviewed through a Type III process and will be utilizing the design guidelines to demonstrate compliance with City requirements.*

60.05.20. Circulation and Parking Design Standards. *The standards are not applicable to this application since the proposed development is being reviewed through a Type III process and will be utilizing the design guidelines to demonstrate compliance with City requirements.*

60.05.25. Landscape, Open Space, and Natural Areas Design Standards. *The standards are not applicable to this application since the proposed development is being reviewed through a Type III process and will be utilizing the design guidelines to demonstrate compliance with City requirements.*

60.05.30. Lighting Design Standards. *The standards are not applicable to this application since the proposed development is being reviewed through a Type III process and will be utilizing the design guidelines to demonstrate compliance with City requirements.*

60.05.35. Building Design and Orientation Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

1. Building articulation and variety. [ORD 4584; June 2012]

- A. Residential buildings should be of a limited length in order to avoid undifferentiated building elevations, reduce the mass of individual buildings, and create a scale of development that is pedestrian friendly and allow circulation between buildings by pedestrians. (Standard 60.05.15.1.A)

Applicant's Response: *This criterion is not applicable to this application because the proposed development (i.e. athletic facility and parking structure/indoor tennis courts) does not contain any residential uses.*

- B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Standards 60.05.15.1.A and B)

Applicant's Response: *The proposed building facades are varied and articulated to provide visual interest to pedestrians along all sides of the structure.*

Athletic Facility: *The proposed Athletic Facility which is within 200 feet of an adjacent public streets, will have permanent architectural features designed to provide vertical and horizontal articulation. The main roofline of the club is emphasized with an extended bronze metal cornice at the third floor parapet. The fourth floor cornice is more subtle as its mass is stepped back from the third floor. Entry mass cornice laterally breaks the main cornice and provides a well-defined blade canopy at the pedestrian level. As for the architectural features, the Club has strong but not overwhelming symmetry expressed on the main façade. Large glass and architectural metal panel bays between a cadence of*

pilasters are centered around the entry. At the centered mass, pedestrian bronze aluminum cantilevered trellis flanks a blade canopy above the building entry. The bay and pilaster cadence continues around on the other three elevation providing a full four sided design. Fourth floor is stepped back to provide outdoor terraces and reduce building mass. Clearstory windows on a rectangular cupola allows natural light to the interior. In terms of the exterior finishes, the hierarchy of building base, middle, and top are reinforced with the use of materials on the elevations. Hammered face stone defines the base around the structure. A honed, lighter colored stone, separated from the base by a band of precast stone, defines the middle body of the building. The structure is capped with a banded acrylic finish system and a projected bronze aluminum cornice. The bays between stone pilasters are filled with large areas of glazing and bronze metal architectural panels. The bays are articulated with vertically and horizontally aligned mullions and reveals.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for the Athletic Facility.

Tennis/Parking Facility: The proposed Tennis/Parking Facility which is within 200 feet of an adjacent public streets, will have permanent architectural features designed to provide vertical and horizontal articulation. The tennis/parking structure mimics the club's extended bronze metal cornice and employs a strong horizontal blade canopy at the retail corner down at the pedestrian streetscape. The tennis/parking structure, connected to the club by a third floor skyway, employs a similar bay/pilaster cadence but overlays horizontal panels at the corners to visually reduce the impact of the mass of the structure. Decorative architectural metal screens are used at the parking level wall openings on the north and east elevations to shroud the visual noise associated with parking ramps. Vertical vegetation on the green screens will soften the north and east streetscape elevations. Large bays of glass on the east and west elevations, one large bay on the north elevation, and clearstory windows will bring natural light into the tennis facility. On the northeast, a retail space is created at grade level to activate the corner. The north and east elevations employ planter/benches, bronze aluminum trellis system, lighting, blade canopies and landscaping elements to enhance the streetscape experience.

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

For additional information, refer to Section D – Appendices, Appendix 33 – Materials Board and Appendix 34 – Description of Materials and Finishes List Form.

- C. To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized. (Standard 60.05.15.1.B)

Applicant's Response: ***The design of each of the buildings utilizes horizontal and vertical building elements to emphasize the building entries.***

Athletic Facility: ***The proposed Athletic Facility will have permanent architectural features designed to provide vertical and horizontal articulation. Entry mass breaks the main cornice and provides a well-defined blade canopy at the pedestrian level. As for the architectural features, the Club has strong but not overwhelming symmetry expressed on the main façade. Large glass and architectural metal panel bays between a vertical cadence of pilasters are centered around the entry. At the centered mass, pedestrian bronze aluminum cantilevered trellis flanks a blade canopy above the building entry. The bay and pilaster cadence continues around on the other three elevation providing a full four sided design. Fourth floor is stepped back to provide outdoor terraces and reduce building mass. In terms of the exterior finishes, the hierarchy of building base, middle, and top are reinforced with the use of materials on the elevations. Hammered face stone defines the base around the structure. A honed, lighter colored stone, separated from the base by a band of precast stone, defines the middle body of the building. The structure is capped with a banded acrylic finish system and a projected bronze aluminum cornice. The bays are articulated with vertically and horizontally aligned mullions and reveals.***

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for Athletic Facility.

Tennis/Parking Facility: ***The proposed Tennis/Parking Facility will have permanent architectural features designed to provide vertical and horizontal articulation. The tennis/parking structure, connected to the club by a third floor skyway, employs a similar bay/pilaster cadence but overlays horizontal panels at the corners to visually reduce the impact of the mass of the structure. Decorative architectural metal screens are used at the parking level wall openings on the north and east elevations to shroud the visual noise associated with parking ramps. The north elevation also has a vertical curtain wall to break up the length of the building. On the northeast, a retail space is created at grade level to activate the corner. The north and east elevations employ planter/benches, bronze aluminum trellis system, lighting, blade***

canopies and landscaping elements to enhance the streetscape experience.

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- D. Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.1.B) [ORD 4531; April 2010]

Applicant's Response: *Each of the buildings promotes and provides a comfortable pedestrian scale and orientation along each side of structures.*

Athletic Facility: *The proposed Athletic Facility structure is intended to promote and enhance a comfortable pedestrian scale and orientation. The building articulation provides a sense of scale through the division of the façade planes horizontally through base, middle and top.*

The pedestrian entries are emphasized with the use of trellis covered connections, glazing, bronze metal blade canopies, signage, specialty sconce lighting and string lights between buildings. These elements are proportioned in scale and height to accentuate the pedestrian scale. Life Time will also provide articulation of the building as well as landscaping and trees to promote a pedestrian friendly environment.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for Athletic Facility.

Tennis/Parking Facility: *The proposed Tennis/Parking Facility vehicular access will be highlighted with elevation change in materials, lighting, and discernible signage. It is intended to promote and enhance a comfortable pedestrian scale and orientation. The building articulation provides a sense of scale through the division of the façade planes both vertically and horizontally. Life Time will also provide articulation of the building as well as landscaping and trees to promote a pedestrian friendly environment.*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows,

dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D) [ORD 4542; June 2010]

Applicant's Response: *All of the building elevations that are visible from and within 200 feet of an adjacent street or major parking area have been articulated with a variety of architectural features.*

Athletic Facility: *The proposed Athletic Facility which is within 200 feet of an adjacent public streets, will have permanent architectural features designed to provide vertical and horizontal articulation. The main roofline of the club is emphasized with an extended bronze metal cornice at the third floor parapet. The fourth floor cornice is more subtle as its mass is stepped back from the third floor. Entry mass cornice laterally breaks the main cornice and provides a well-defined blade canopy at the pedestrian level. As for the architectural features, the Club has strong but not overwhelming symmetry expressed on the main façade. Large glass and architectural metal panel bays between a cadence of pilasters are centered around the entry. At the centered mass, pedestrian bronze aluminum cantilevered trellis flanks a blade canopy above the building entry. The bay and pilaster cadence continues around on the other three elevation providing a full four sided design. Fourth floor is stepped back to provide outdoor terraces and reduce building mass. Clearstory windows on a rectangular cupola allows natural light to the interior. In terms of the exterior finishes, the hierarchy of building base, middle, and top are reinforced with the use of materials on the elevations. Hammered face stone defines the base around the structure. A honed, lighter colored stone, separated from the base by a band of precast stone, defines the middle body of the building. The structure is capped with a banded acrylic finish system and a projected bronze aluminum cornice. The bays between stone pilasters are filled with large areas of glazing and bronze metal architectural panels. The bays are articulated with vertically and horizontally aligned mullions and reveals.*

The treatment of all sides of the structures will all be treated similar as to not have a "back" of the building. The elevations facing SW Cedar Hills Blvd and SW Barnes Road will be treated with the same vocabulary as the front of the building. The amount of glazing along all elevations will provide visual interest as the pedestrians will be able to see the activities that are occurring within the spaces in the building.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for the Athletic Facility.

Tennis/Parking Facility: The proposed Tennis/Parking Facility which is within 200 feet of an adjacent public streets, will have permanent architectural features designed to provide vertical and horizontal articulation. The tennis/parking structure mimics the club's extended bronze metal cornice and employs a strong horizontal blade canopy at the retail corner down at the pedestrian streetscape. The tennis/parking structure, connected to the club by a third floor skyway, employs a similar bay/pilaster cadence but overlays horizontal panels at the corners to visually reduce the impact of the mass of the structure. Decorative architectural metal green screens are used at the parking level wall openings on the north and east elevations to shroud the visual noise associated with parking ramps. Vertical vegetation on the green screens will soften the north and east streetscape elevations. Large bays of glass on the east and west elevations, one large bay on the north elevation, and clearstory windows will bring natural light into the tennis facility. On the northeast, a retail space is created at grade level to activate the corner. The exterior of the retail space has a bronze aluminum canopy, honeycomb stone paneling, a corner capped feature and glazing to open up the space. The north and east elevations employ planter/benches, bronze aluminum trellis system, lighting, blade canopies and landscaping elements to enhance the streetscape experience.

The treatment of all sides of the structures will all be treated similar as to not have a "back" of the building. The elevations facing SW Cedar Hills Blvd and SW Barnes Road will be treated with the same vocabulary as the front of the building.

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- F. Building elevations visible from and within 100 feet of an adjacent street where the principle use of the building is manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities in an Industrial zoning district, should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street should be avoided. (Standards 60.05.15.1.B and C)

Applicant's Response: This criterion is not applicable to this application because the proposed development (i.e. athletic facility) does not contain any industrial/manufacturing uses.

2. Roof forms. [ORD 4584; June 2012]

- A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be emphasized. (Standards 60.05.15.2.A and B)

Applicant's Response: *Due to the height of the buildings, the roof forms may not be distinguishable from the street level. However, each of the roof forms is distinctive and includes cornice treatments.*

Athletic Facility: *The main roofline of the club is emphasized with an extended bronze metal cornice at the third floor parapet. The fourth floor cornice is more subtle as its mass is stepped back from the third floor to create some interest as well as provide the opportunity to have some outdoor amenity for the Life Time Work component.*

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for Athletic Facility.

Tennis/Parking Facility: *The Tennis/Parking Facility mimics the club's extended bronze metal cornice and employs a strong horizontal blade canopy at the retail corner down at the pedestrian streetscape.*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- B. Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)

Applicant's Response: *Each of the building includes a distinctive cornice treatment.*

Athletic Facility: *Life Time will have a cornice element wrapping the athletic facility. Club main roofline is emphasized with an extended bronze metal cornice at the third floor parapet. The fourth floor cornice is more subtle as its mass is stepped back from the third floor. Entry mass cornice laterally breaks the main cornice and provides a well-defined blade canopy at the pedestrian level.*

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for Athletic Facility.

Tennis/Parking Facility: *Life Time will have a cornice element wrapping the parking structure. The tennis/parking structure mimics the club's extended bronze metal cornice and employs a strong horizontal blade canopy at the retail corner down at the pedestrian streetscape.*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- C. Additions to existing structures which involve the addition of new roof area should respect the roof form and material of the existing structure. (Standard 60.05.15.2.D)

Applicant's Response: *This criterion is not applicable to this application since the proposed buildings are new and do not include any additions to existing structures.*

3. Primary building entrances.

- A. The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3) [ORD 4531; April 2010]

Applicant's Response: The design of buildings incorporates features such as awnings and canopies to protect pedestrians from the rain and sun, where permitted.

Athletic Facility: *The entry of the Athletic Facility will have a canopy and an arcade/trellis which provides a weather protected route from the parking deck to the main entrance.*

In addition, the roof of the Athletic Facility will have amenity deck for Life Time Work members that will occupy the 4th level. The amenity deck will consist of tables, chairs, and soft seating arrangements. This area will also have some form of canopies and landscaping.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for Athletic Facility.

Tennis/Parking Facility: *There will be a canopy and an arcade/trellis which provide a weather protected route from the parking deck to the main entrance.*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- B. Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3)

Applicant's Response: *For each structure, special attention has been given to designing a primary building entrance that is both attractive and functional.*

Athletic Facility: *The primary entrance to the Athletic Facility will differentiate itself from the rest of the façade as it will be a taller mass as well as have full height of curtain wall within a stone wrapped portal. Pedestrian entries are emphasized with the use of trellis covered connections, glazing, bronze metal blade canopies, signage, and specialty lighting. These elements are proportioned in scale and height to accentuate the pedestrian scale. The entrance will also be marked by a wall sign mounted near the top and the pedestrians will be protected from the elements by a canopy over the front doors.*

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for the Athletic Facility.

Tennis/Parking Facility: *The main entrance on the Tennis/Parking Facility will be to the retail space on the northeast corner of the building. Pedestrian entries are emphasized with the use of trellis covered connections, glazing, bronze metal blade canopies, signage, and specialty lighting. These elements are proportioned in scale and height to accentuate the pedestrian scale. Parking garage vehicular access will be highlighted with elevation change in materials, lighting, and discernible signage.*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

4. Exterior building materials.

- A. Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standards 60.05.15.4.A and B)

Applicant's Response: *The exterior materials and finishes of each of the buildings are intended to convey an impression of permanence and durability.*

Athletic Facility: *The proposed Athletic Facility structure utilizes durable, long-lasting, high-end materials. The hierarchy of building base, middle, and top are reinforced with the use of materials on the elevations. Hammered face stone defines the base around the structure. A honed, lighter colored stone, separated from the base by a band of precast stone, defines the middle body of the building. The structure is capped with a banded acrylic finish system and a projected bronze aluminum cornice. The bays*

between stone pilasters are filled with large areas of glazing and bronze metal architectural panels. Glazing will also be emphasized to allow views into the space as well as views outward. This also creates a well-lit, inviting atmosphere.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations (Preliminary) for the Athletic Facility.

Tennis/Parking Facility: *The proposed Tennis/Parking Facility utilize durable, long-lasting, high-end materials. The hierarchy of building base, middle, and top are reinforced with the use of materials on the elevations. Hammered face stone defines the base around the structure. A honed, lighter colored stone, separated from the base by a band of precast stone, defines the middle body of the building. The structure is capped with a banded acrylic finish system and a projected bronze aluminum cornice. The Life Time Tennis stainless graphic fixed on the acrylic finish system with accent bands breaks up strong corner. The bays between stone pilasters are filled with large areas of glazing and bronze metal architectural panels. The bays are articulated with vertically and horizontally aligned mullions and reveals. Glazing will also be emphasized to allow views into the space as well as views outward. This also creates a well-lit, inviting atmosphere. In addition to the abundant glazing, metal screens will be used all the parking level wall openings on the north and east elevations to shroud visual noise associated with parking ramps.*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

For additional information, refer to Section D – Appendices, Appendix 33 – Materials Board and Appendix 34 – Description of Materials and Finishes List Form.

- B. Where masonry is used, decorative patterns (other than running bond pattern) should be provided, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to development in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C) [ORD 4531; April 2010]

Applicant's Response: *Both structures utilize decorative stone throughout the buildings.*

Athletic Facility: *The stone pattern used on the Athletic Facility will be a pattern of varying sizes of stone that maintains the*

horizontal lines, but the vertical joints will be offset from the stone panels above and below.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations for Athletic Facility.

Tennis/Parking Facility: *The stone pattern used on the Tennis/Parking Facility will be a pattern of varying sizes of stone that maintains the horizontal lines, but the vertical joints will be offset from the stone panels above and below.*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

For additional information, refer to Section D – Appendices, Appendix 33 – Materials Board and Appendix 34 – Description of Materials and Finishes List Form.

5. Screening of equipment. All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)

Applicant's Response: *All mechanical equipment on the roof that would be visible from the street will screened with a parapet or other suitable means.*

6. Building location and orientation in Commercial and Multiple Use zones. [ORD 4584; June 2012] [ORD 4706; May 2017]
 - A. Buildings should be oriented toward and located within close proximity to public streets and public street intersections. The overall impression should be that architecture is the predominant design element over parking areas and landscaping. Property size, shape and topographical conditions should also be considered, together with existing and proposed uses of the building and site, when determining the appropriate location and orientation of buildings. (Standards 60.05.15.6.A and B) [ORD 4462; January 2008] [ORD 4531; April 2010] [ORD 4706; May 2017]

Applicant's Response: *While the subject property is effectively bordered by roadways on all four side, access to the site only available from the western boundary. Therefore, each of the proposed buildings is oriented in this direction. However, the façades closest to the public streets and Barnes/Cedar Hills intersection are treated in such a way that the architecture is the predominant design element.*

Athletic Facility: *In order to make the most efficient use of the parcel, the pool deck has been located on the south side of the property to maximize the optimum sun exposure. Because of the*

relationship of the uses, the pool deck area is immediately adjacent to the Athletic Facility.

This site design also takes advantage of the curved property lines on the south side of the parcel and circulation from both entrances. Visitors have a single point of entrance for the membership based facility that is easily accessed from the parking structure and surface parking.

Pedestrian sidewalks near SW Cedar Hills Blvd and SW Barnes Rd allow for easy access to the club through the pedestrian pathway between buildings and from Barnes Road directly south to the main entrance.

The athletic facility's predominant design features are outlined with the many architectural details, from the symmetry on the main façade to the large glass and metal panel bays between a cadence of pilasters to the pedestrian bronze aluminum cantilevered canopies and trellises.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations for Athletic Facility.

Tennis/Parking Facility: For the best member experience/layout the Athletic Facility must be connected to the pool deck and the Tennis/Parking Facility since members are entering the club through a single point of entrance. The Tennis/Parking Facility is located to the north and is connected via a covered breezeway. By constructing indoor courts over the parking structure, it results in an efficient use of the land property and reduces the amount of surface parking.

Pedestrian sidewalks near SW Cedar Hills Blvd and SW Barnes Rd allow for easy access to the club through the pedestrian pathway between buildings and from Barnes Road directly south to the main entrance.

The tennis/parking structure architectural features mimic the club's extended bronze metal cornice and employs a strong horizontal blade canopy at the retail corner down at the pedestrian streetscape. The tennis/parking structure, connected to the club by a third floor skyway, employs a similar bay/pilaster cadence but overlays horizontal panels at the corners to visually reduce the impact of the mass of the structure. Decorative architectural metal green screens are used at the parking level wall openings on the north and east elevations to shroud the visual noise associated with parking ramps. Vertical vegetation on the green screens will soften the north and east streetscape

elevations. Large bays of glass on the east and west elevations, one large bay on the north elevation, and clearstory windows will bring natural light into the tennis facility. The exterior of the retail space has a bronze aluminum canopy, honeycomb stone paneling, a corner capped feature and glazing to open up the space. The north and east elevations employ planter/benches, bronze aluminum trellis system, lighting, blade canopies and landscaping elements to enhance the streetscape experience.

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- B. On Class 1 Major Pedestrian Routes, the design of buildings located at the intersection of two streets should consider the use of a corner entrance to the building. (Standards 60.05.15.6.B and D) [ORD 4531; April 2010]

Applicant's Response: *Both SW Barnes Road and SW Cedar Hills Boulevard, in the vicinity of the subject property, are classified as Class 1 Major Pedestrian Routes.*

Athletic Facility: *All sides of the Athletic Facility will be treated similar as to not have a “back” of the building. The elevations facing SW Cedar Hills Blvd and SW Barnes Road will be treated with the same vocabulary as the front of the building. The amount of glazing along all elevations will provide visual interest as the pedestrians will be able to see the activities that are occurring within the spaces in the building. String lights will connect the Athletic Facility to the Tennis/Parking Facility creating an inviting, welcoming atmosphere.*

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations for Athletic Facility.

Tennis/Parking Facility: *The Tennis/Parking Facility will create strong pedestrian connections with the creation of an outdoor plaza on the corner of SW Barnes Road and SW Cedar Hills Boulevard. This feature will contain 200-300 square foot plaza area and will included: benches, decorative pavers, a trellis, ornamental plantings and monument signage with a water feature. This Tennis/Parking Facility is also activated with 2,000 square feet of retail and will have an entrance to the retail space on the corner of Cedar Hills Blvd and SW Barnes Road..*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- C. On Class 1 Major Pedestrian Routes, building entrances should be oriented to streets, or have reasonably direct pedestrian connections to streets and pedestrian and transit facilities. (Standards 60.05.15.6.C and D) [ORD 4365; October 2005]

Applicant's Response: *Each of the building entrances have direct pedestrian connections to the adjoining streets and pedestrian and transit facilities.*

Athletic Facility: *SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.*

The internal walkways have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations for Athletic Facility.

Tennis/Parking Facility: *SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.*

The internal walkways have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- D. Primary building entrances should be oriented toward and located in close proximity to public streets and public street intersections. Property size, shape and topographical conditions should also be considered. (Standard 60.05.15.6.E) [ORD 4706; May 2017]

Applicant's Response: *The primary building entrances, to the extent possible, are oriented toward and/or located in close proximity to public streets and public street intersections.*

Athletic Facility: *The primary building entrances face the surface parking lot to allow easy access for the members to the Athletic Facility. Visitors have a single point of entrance for the membership based facility. In terms of vehicle/pedestrian*

circulation matters this works best since the access points are on the north and west sides of the parcel. The pool deck is one feature that is more customizable compared to the Athletic Facility box, and this site design takes advantage of the curved property lines on the south side of the parcel.

The internal walkways have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations for Athletic Facility.

***Tennis/Parking Facility:** The Tennis/Parking Facility is accessed from the surface parking lot and provides an efficient in and out for vehicles. In terms of vehicle/pedestrian circulation matters, the two vehicle access points allow members to easily enter the surface parking lot or parking structure with this structure being on the northeast corner of the parcel. Visitors have a single point of entrance for the membership based facility that is easily accessed from the parking structure and surface parking.*

The internal walkways have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

7. Building scale along Major Pedestrian Routes.

- A. Architecture helps define the character and quality of a street. Along Major Pedestrian Routes, low height, single story buildings located at the right-of-way edge are discouraged except where detached single family dwellings are permitted. (Standards 60.05.15.7.A and B) [ORD 4542; June 2010]

Applicant's Response: *The architecture of the structure helps define the character and quality of a street.*

***Athletic Facility:** The Athletic Facility will be 55'-6" for the majority of the building with the entry extending above the level to accommodate the vertical circulation to the 4th floor. The 4th floor will be 70'-0" in height with a center skylight / clerestory will extend to 80'-0". The 4th level will be set back from the perimeter walls of the 3rd floor by approximately 20'-25' in order to create an amenity deck that would be utilized by the Life Time Work occupants.*

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations for Athletic Facility.

Tennis/Parking Facility: The Tennis/Parking Facility is on the corner of SW Cedar Hills Blvd and SW Barnes Rd which is 4 stories total (1 level of ground parking, 2 above-ground levels for parking and 1 level for indoor tennis). The total height is 68'-6".

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- B. Building heights at or near the street should help form a sense of enclosure, but should not create an undifferentiated high wall out of scale with pedestrians. Building heights at the street edge should be no higher than sixty (60) feet without the upper portions of the building being set back from the vertical building line of the lower building stories. (Standard 60.05.15.7.A) [ORD 4531; April 2010]

Applicant's Response: The architecture of the structure helps define the character and quality of a street.

Athletic Facility: In terms of the exterior finishes, the hierarchy of building base, middle, and top are reinforced with the use of materials on the elevations. Hammered face stone defines the base around the structure. A honed, lighter colored stone, separated from the base by a band of precast stone, defines the middle body of the building. The structure is capped with a banded acrylic finish system and a projected bronze aluminum cornice. The bays between stone pilasters are filled with large areas of glazing and bronze metal architectural panels. The bays are articulated with vertically and horizontally aligned mullions and reveals.

The Athletic Facility will be 55'-6" for the majority of the building (under the maximum height requirement) with the entry extending above the level to accommodate the vertical circulation to the 4th floor. The 4th floor will be 70'-0" in height with a center skylight / clerestory will extend to 80'-0". The 4th level will be set back from the perimeter walls of the 3rd floor by approximately 20'-25' in order to create an amenity deck that would be utilized by the Life Time Work occupants.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations for Athletic Facility.

Tennis/Parking Facility: The tennis/parking structure mimics the club's extended bronze metal cornice and employs a strong horizontal blade canopy at the retail corner down at the

pedestrian streetscape. The tennis/parking structure, connected to the club by a third floor skyway, employs a similar bay/pilaster cadence but overlays horizontal panels at the corners to visually reduce the impact of the mass of the structure. Decorative architectural metal green screens are used at the parking level wall openings on the north and east elevations to shroud the visual noise associated with parking ramps. Vertical vegetation on the green screens will soften the north and east streetscape elevations. Large bays of glass on the east and west elevations, one large bay on the north elevation, and clearstory windows will bring natural light into the tennis facility. On the northeast, a retail space is created at grade level to activate the corner. The exterior of the retail space has a bronze aluminum canopy, honeycomb stone paneling, a corner capped feature and glazing to open up the space. The north and east elevations employ planter/benches, bronze aluminum trellis system, lighting, blade canopies and landscaping elements to enhance the streetscape experience.

The Tennis/Parking Facility is on the corner of SW Cedar Hills Blvd and SW Barnes Rd which is 4 stories total (1 level of ground parking, 2 above-ground levels for parking and 1 level for indoor tennis). The total height is 68'-6".

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

8. Ground floor elevations on commercial and multiple use buildings.
 - A. Excluding residential only development, ground floor building elevations should be pedestrian oriented and treated with windows, display areas or glass doorway openings to the extent possible and where appropriate to the design and use of the building. This guideline particularly applies to ground floor building elevations situated along Major Pedestrian Routes. (Standard 60.05.15.8.A) [ORD 4531; April 2010]

Applicant's Response: *The ground floor building elevations include pedestrian oriented and are treated with windows, display areas or glass doorway openings.*

Athletic Facility: *The Athletic Facility will have strong pedestrian connections from the corner of SW Barnes Road and SW Cedar Hills Blvd. The design of the structures will incorporate 4 sided architecture. Pedestrian entries are emphasized with the use of trellis covered connections, glazing, bronze metal blade canopies, signage, and specialty lighting. These elements are proportioned in scale and height to accentuate the human/pedestrian scale. The amount of glazing along all elevations of the Athletic Facility will provide visual interest as the pedestrians will be able to see the*

activities that are occurring within the spaces in the building, specifically the pool area when walking, underneath the string lights, between the Athletic Facility and the Parking Structure/Tennis.

Refer to Section C – Exhibit Drawings, Sheets A2.02 and A2.03 – Building Elevations for Athletic Facility.

Tennis/Parking Facility: *The Parking Structure/ Tennis Facility will have 2,000 sq. ft. of retail on the northeast corner of the building and strong pedestrian connections with the creation of an inviting plaza on the corner of SW Barnes Road and SW Cedar Hills Blvd. The plaza will contain: street furniture including benches, decorative pavers, a trellis, ornamental plantings and monument signage with a water feature.*

For additional information, refer to Section C – Exhibit Drawings, Sheets A2.04 and A2.05 – Exterior Elevations (Preliminary) for the Tennis/Parking Facility.

- B. Except those used exclusively for residential use, ground floor elevations that are located on a Major Pedestrian Route, sidewalk, or other space where pedestrians are allowed to walk should provide weather protection for pedestrians on building elevations. (Standard 60.05.15.8.B)

Applicant's Response: *Although the site abuts a Major Pedestrian Route along SW Barnes Road and SW Cedar Hills Boulevard, the adjacent use consists of structured parking with Indoor Tennis Courts located above. Because Athletic Facility is membership based, patrons enter through a single entrance in order to access the club facilities.*

The proposed façades along SW Barnes Road and along the west facing buildings provide for intermittent weather protection along these elevations.

9. Compact Detached Housing design. [ORD 4584; June 2012] ***This section is not applicable to this application because the proposed development does not include any compact detached housing.***

60.05.40. Circulation and Parking Design Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

1. Connections to public street system. The on-site pedestrian, bicycle, and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets in accordance with connections identified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan. (Standard 60.05.20.1) [ORD 4531; April 2010]

Applicant's Response: *The on-site pedestrian, bicycle, and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets.*

As part of the development, the Applicant will be constructing 2/3 street improvements to a new local public street referred to as 116th Avenue. Vehicular access to the subject property will occur at two points: 1) midway point off the proposed 116th Avenue; and 2) at the terminus of SW Choban Lane/116th Avenue.

The internal drive aisles provide direct connection to the parking areas. Parking will be accommodated through a combination of surface parking and parking within a parking structure. The proposed development identifies 179 surface stalls and 619 stalls located within the parking structure.

SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.

The sidewalk along Cedar Hills Boulevard will terminate at the emergency egress point/internal walkway that extends westward between the two structures. Due to safety concerns, there is no practical reason to extend the sidewalk beyond this point. If at some point in the future, ODOT wishes to extend the sidewalk beyond this point as part of future ramp improvements, there is sufficient space within the ROW to accommodate this.

The internal walkway have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surrounding street network.

2. Loading area, solid waste facilities, and similar improvements.

A. On-Site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)

Applicant's Response: *On-site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street.*

As part of the development, the Applicant will be providing a private drive that serves the two loading berths and the solid waste collection facilities on the east side of the subject property. The on-site service areas, waste storage disposal facilities, recycling containers will be

screened with a mixture of screen walls and landscape material in order to ensure that they are not visible from SW Cedar Hills Boulevard.

It is also important to note, that there is a fair amount of existing trees within the public right-of-way/on-ramp that will remain and be unaffected by the proposed development. This area will provide additional screening from the adjacent public roadway.

Refer to Section C – Exhibit Drawings, Sheet L104 – Landscape Plan (SE) for additional information.

- B. Except in Industrial districts, loading areas should be designed and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations. (Standard 60.05.20.2)

Applicant's Response: *Again, the Loading areas will be designed and located so that these facilities are screened from an abutting public street.*

The on-site service areas, waste storage disposal facilities, recycling containers will be screened with landscape material in order to ensure that they are not visible from SW Cedar Hills Boulevard. As necessary, the use of a solid screen wall or fence will be used to screen the loading areas.

3. Pedestrian circulation.

- A. Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A) DEA to handle once they have revised the site plan

Applicant's Response: *Pedestrian connections should be made between on-site buildings and through the parking areas.*

Internal walkways are proposed midway through the site that directly connect the primary building entrances with SW Barnes Road, SW Cedar Hills Boulevard and to the proposed SW 116th Avenue. The internal walkway have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

- B. Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)

Applicant's Response: *Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets*

SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.

- C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)

Applicant's Response: *Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations*

Internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue. The internal walkway have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

- D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standards 60.05.20.3.C through E)

Applicant's Response: *Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles*

The internal drive aisles provide direct connection to the parking areas. Parking will be accommodated through a combination of surface parking and parking within a parking structure. The proposed development identifies 179 surface stalls and 619 stalls located within the parking structure.

Internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue. The internal walkway have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

- E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standards 60.05.20.3.A through H)

Applicant's Response: *Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets.*

SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-

of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.

Internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue. The internal walkway have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

- F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)

Applicant's Response: *Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. Internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue. These will be constructed of concrete.*

In addition, the proposed development includes a 37,313 square foot pool and pool deck. This area would includes two pools and the concrete decking around the perimeter.

4. Street frontages and parking areas. Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)

Applicant's Response: *Landscape or other screening should be provided when surface parking areas are located along public streets.*

Internally, the surface parking areas will be landscaped with a mixture of trees, shrubs and ground covers. Parking stalls located immediately adjacent to the street and major pedestrian route will be screened with an evergreen hedge.

5. Parking area landscaping. Landscape islands and a tree canopy would be provided to minimize the visual impact of large parking areas. (Standards 60.05.20.5.A through D)

Applicant's Response: *Landscape islands and a tree canopy would be provided to minimize the visual impact of large parking areas.*

Within the surface parking areas, landscape islands are provided at an interval of one island for every ten (10) contiguous parking spaces. The islands will have a minimum area of 70 square feet (a minimum width of 6 feet) and will be curbed to protect landscaping. The landscaped island shall be planted with a tree having a minimum

***mature height of 20 feet and selected from the City of Beaverton
Street Tree List.***

6. Off-Street parking frontages in Multiple Use zones. [ORD 4462; January 2008] [ORD 4584; June 2012]
This section is not applicable to this application because the proposed development is not located in a Multiple Use zone.
7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones. [ORD 4584; June 2012]
 - A. Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.7.A)

Applicant's Response: ***Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets.***

SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.

- B. Pedestrian connections should be provided along primary building elevations having building and tenant entrances. (Standard 60.05.20.7.B)

Applicant's Response: ***Pedestrian connections are provided along primary building elevations having building and tenant entrances.***

SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.

8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial and Multiple Use zones. [ORD 4584; June 2012]
 - A. On-Site vehicle circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles. (Standard 60.05.20.8) [ORD 4531; April 2010]

Applicant's Response: ***On-Site vehicle circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles***

SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through

the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.

The internal walkway have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

- B. Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact. (Standard 60.05.20.8)

Applicant's Response: *Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact*

The internal drive aisles provide direct connection to the parking areas. Parking will be accommodated through a combination of surface parking and parking within a parking structure. The proposed development identifies 798 stalls (179 surface stalls and 619 stalls located within the parking structure).

SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue will all be improved and contain sidewalks along the periphery of the right-of-way. In addition, internal walkways are proposed midway through the site that directly connect the primary entrances with SW Barnes Road, SW Cedar Hills Boulevard and SW 116th Avenue.

The internal walkway have been located to minimize potential conflicts with vehicular circulation and parking in order to facilitate safe connections to the surround street network.

9. Parking structures in Multiple Use zones. [ORD 4584; June 2012] Active ground floor uses should be incorporated in parking structures, particularly on street level elevations facing Major Pedestrian Routes. (Standard 60.05.20.9) [ORD 4531; April 2010]

Applicant's Response: *The proposed development is not located in a multiple use zone.*

60.05.45. Landscape, Open Space and Natural Areas Design Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

1. Common open space for residential uses in Residential zones. *This guideline is not applicable to this application because the proposed development does not include any residential uses.*
2. Minimum landscaping in Residential zones. *This guideline is not applicable to this application because the proposed development does not include any residential uses.*

3. Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones.

A. Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standards 60.05.25.5.A, B, and D)

Applicant's Response: *The proposed landscaping has been designed to soften the edges of buildings and parking areas (to the extent possible), add aesthetic interest, and generally increase the attractiveness of a development and its surroundings.*

Plantings are proposed along the façade walls, throughout the surface parking areas, within the pool deck area, along the corner plaza area and along the pedestrian sidewalks. Overall, over twenty (20) percent of the site will consist of landscaping.

Refer to Section C – Exhibit Drawings, Sheet L100 – Overall Landscape Plan (Preliminary) and Sheets L101, L102, L103 & L104 – Landscape Plans for additional Information.

B. Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete. (Standard 60.05.25.5.C)

Applicant's Response: *The Applicant is proposing to construct a small public plaza at the corner of SW Barnes Road and SW Cedar Hills Boulevard as a pedestrian amenity. This will be hard surfaced with a combination of landscape and decorative paving.*

Refer to Section C – Exhibit Drawings, Sheet L100 – Overall Landscape Plan (Preliminary) and Sheets L101, L102, L103 & L104 – Landscape Plans for additional Information.

C. Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standards 60.05.25.5.A and B)

Applicant's Response: *To the extent possible, the proposed development will utilize native vegetation that is compatibility with local climatic conditions.*

Refer to Section C – Exhibit Drawings, Sheet L100 – Overall Landscape Plan (Preliminary) and Sheets L101, L102, L103 & L104 – Landscape Plans for additional Information.

Also refer to Section D – Appendices, Appendix 36 – Landscape Materials List Form.

- D. Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development. (Standards 60.05.25.5.A and B)

Applicant's Response: *To the extent possible, the existing trees and vegetation will be retained and incorporated in to the landscape plan. Due to the nature of the development and size of the structures only two trees are being preserved.*

Refer to Section C – Exhibit Drawings, Sheet TP100 – Existing Tree and Site Plan (Preliminary) and TP101 – Existing Tree Plan – Off Site for additional Information.

- E. A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.5)

Applicant's Response: *The Applicant proposes to use a diversity of tree and shrub species in the proposed landscape plan.*

Refer to Section C – Exhibit Drawings, Sheet L100 – Overall Landscape Plan (Preliminary) and Sheets L101, L102, L103 & L104 – Landscape Plans for additional Information.

Also refer to Section D – Appendices, Appendix 36 – Landscape Materials List Form.

4. Common Greens. [ORD 4584; June 2012] *This guideline is not applicable to this application since no common greens are proposed.*
5. Shared Courts. *This guideline is not applicable to this application since no shared courts are proposed.*
6. Retaining walls. Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material. (Standard 60.05.25.8) [ORD 4576; January 2012]

Applicant's Response: *A retaining wall (approximately 660 feet in length) is proposed along the southern border of the parcel, adjacent to the pool deck. The maximum height of the wall is approximately five (5) feet. This retaining wall will be a Mega-Tandem MSRW system designed by Belgard which provides the natural appearance of chiseled stone.*

7. Fences and walls.

- A. Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.9) [ORD 4576; January 2012]

Applicant's Response: *Both fences and walls are proposed within the subject property. Fences are proposed around the exterior pools as well as around the*

trash enclosure. Similarly, a wall is proposed around a portion of the trash enclosure. Retaining wall are proposed along the south side of the pool deck.

Refer to Section C – Exhibit Drawings, Sheet A0.45 –Site Details for more information on the trash enclosure fencing and walls and the pool deck fencing.

- B. Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.9.E) [ORD 4576; January 2012]

Applicant's Response: *No fences or walls are proposed within the front yards adjacent to the public streets.*

8. Changes to existing on-site surface contours at residential property lines. The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight. (Standard 60.05.25.10) [ORD 4576; January 2012]

Applicant's Response: *Existing on-site surface contouring will occur throughout the site.*

9. Integrate water quality, quantity, or both facilities. Above ground storm water detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11) [ORD 4576; January 2012]

Applicant's Response: *Above ground storm water detention and treatment facilities will be integrated into the design of a development site and, will appear as a component of the landscape design.*

For additional information, refer to Section D – Appendices, Appendix 32 – Storm Water Drainage Report.

10. Natural areas. Natural features that are indigenous to a development site, such as streams, wetlands, and mature trees should be preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12) [ORD 4531; April 2010] [ORD 4576; January 2012] [ORD 4584; June 2012]

Applicant's Response: *There are no natural areas with the subject property. However, the property on the north side of Barnes Road, does contain a natural area. This was delineated by a Goal 5 Resource Analysis.*

For additional information, refer to Section D – Appendices, Appendix 23 – Sensitive Area Pre-Screening Site Assessment and Appendix 24 – Natural Resource Assessment/Wetland Delineation Report.

11. Landscape buffering and screening.

- A. A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13) [ORD 4531; April 2010]

Applicant's Response: *No landscape buffering is proposed.*

- B. When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Standard 60.05.25.13) [ORD 4531; April 2010]

Applicant's Response: *No landscape buffering is proposed.*

- C. Landscape buffering should consist of a variety of trees, shrubs and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)

Applicant's Response: *No landscape buffering is proposed.*

- D. When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E). [ORD 4531; April 2010] [ORD 4576; January 2012] [ORD 4576; January 2012] [ORD 4584; June 2012]

Applicant's Response: *No landscape buffering is proposed.*

60.05.50. Lighting Design Guidelines.

Unless otherwise noted, all guidelines apply in all zoning districts.

1. Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires. (Standards 60.05.30.1 and 2)

Applicant's Response: *All lighting will be placed to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires.*

Refer to Section C – Exhibit Drawings, Sheet E100 – Photometric Plan for additional information.

Also refer to Section D – Appendices, Appendix 35 – Lighting Fixtures for specific information on fixtures proposed as part of the development.

2. Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building. (Standard 60.05.30.2)

Applicant's Response: ***Pedestrian scale lighting is an integral part of the design concept***

Refer to Section C – Exhibit Drawings, Sheet E100 – Photometric Plan (Preliminary) for additional Information.

For additional information, refer to Section D – Appendices, Appendix 35 – Lighting Fixtures.

3. Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens shields, shades or other measures to screen the view of light sources from residences and streets. (Standards 60.05.30.1 and 2)

Applicant's Response: ***The lighting plan will minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens shields, shades or other measures to screen the view of light sources from residences and streets.***

Refer to Section C – Exhibit Drawings, Sheet E100 – Photometric Plan (Preliminary) for additional Information.

For additional information, refer to Section D – Appendices, Appendix 35 – Lighting Fixtures.

4. On-Site lighting should comply with the City's Technical Lighting Standards. (Standards 60.05.30.1 and 2). Where the proposal does not comply with Technical Lighting standards, the applicant should describe the unique circumstance attributed to the use or site where compliance with the standard is either infeasible or unnecessary. [ORD 4531; April 2010]

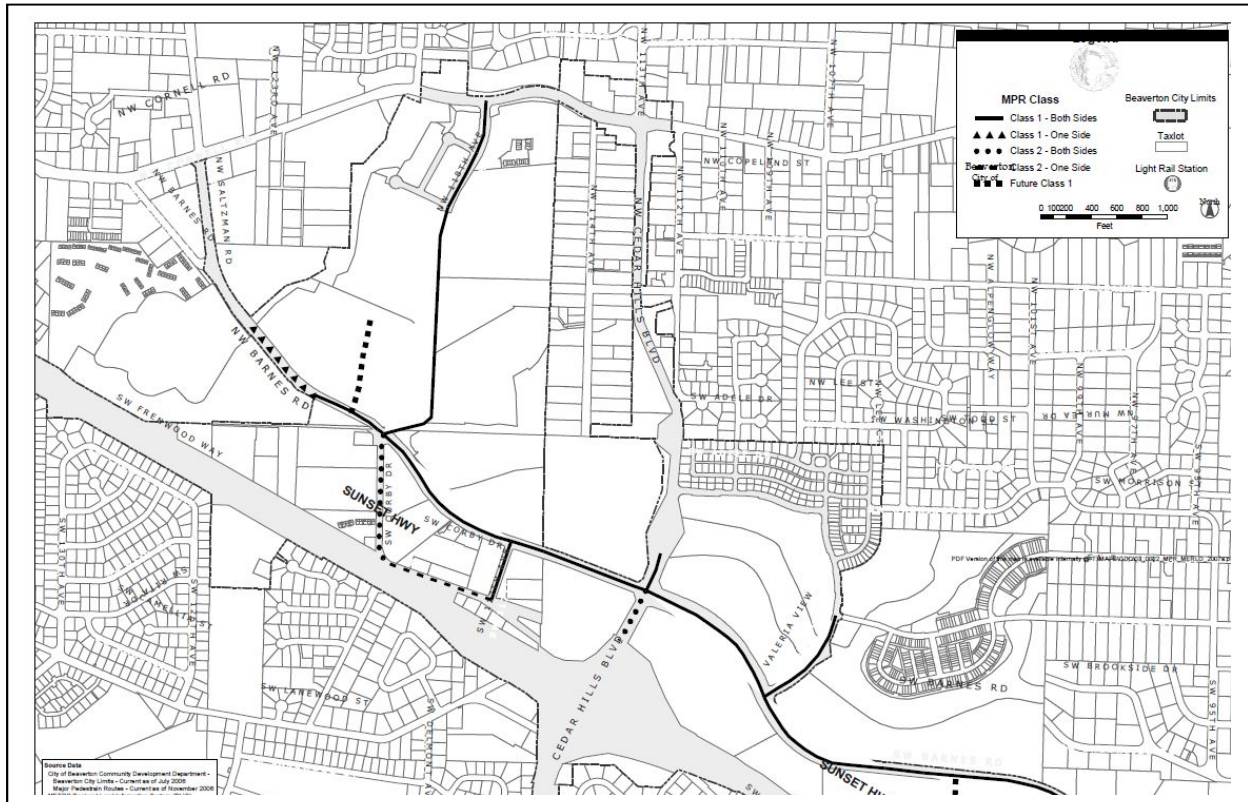
Applicant's Response: ***All on-Site lighting will comply with the City's Technical Lighting Standards.***

Refer to Section C – Exhibit Drawings, Sheet E100 – Photometric Plan (Preliminary) for additional Information.

For additional information, refer to Section D – Appendices, Appendix 35 – Lighting Fixtures.

60.05.55. MAJOR PEDESTRIAN ROUTE MAPS

60.05.55.5. Sunset Transit Center and Teufel Town Center.



Applicant's Response: Based on the major pedestrian route map, SW Barnes Road has been classified as a Class 1 (Both Side) major pedestrian route. Similarly, SW Cedar Hills Boulevard has been classified as a Class 2 (Both Side) major pedestrian route.

60.25. OFF-STREET LOADING REQUIREMENTS. [ORD 4224; August 2002]

60.25.05. Applicability.

No building or structure subject to the off-street loading requirements of this section shall be erected, nor shall any such existing building or structure be altered so as to increase its gross floor area to an amount exceeding 25% more than its existing gross floor area, without prior provisions for off-street loading space in conformance with the requirements of this section.

60.25.10. Loading Berth Design.

Required off-street loading space shall be provided in berths which conform to the following minimum specifications:

1. Type A berths shall be at least 60 feet long by 12 feet wide by 15 feet high, inside dimensions with a 60 foot maneuvering apron.
2. Type B berths shall be at least 30 feet long by 12 feet wide by 14 feet 6 inches high, inside dimensions with 30 feet maneuvering apron.

60.25.15. Number of Required Loading Spaces.

The following numbers and types of berths shall be provided for the specified uses. The uses specified below shall include all structures designed, intended or arranged for such use. In the case of a use not specifically mentioned, the requirements for off-street loading facilities shall be the same as a use which is most similar.

	USE	AGGREGATE FLOOR AREA	BERTHS REQUIRED	TYPE
1.	Freight terminals, Industrial plants, Manufacturing or wholesale establishments, Warehouses.	12,000 - 36,000 36,001 - 60,000 60,001 - 100,000 each additional 50,000 or fraction thereof	1 2 3 1 additional	A A A A
2.	Auditoria, Motel, Convention Halls, or Sports Arenas. [ORD 3293; November 1982]	25,000 - 150,000 150,001 - 400,000 each additional 250,000 or fraction thereof	1 2 1 additional	B B B
3.	Hospitals, Residential Care Facilities. [ORD 4036; April 1999]	10,000 - 100,000 over 100,000	1 2	B B
4.	Department stores, retail establishments, funeral homes, restaurants, and commercial establishments not otherwise specified.	7,000 - 24,000 24,001 - 50,000 50,001 - 100,000 each additional 50,000 or fraction thereof	1 2 3 1 additional	B B B B
5.	Hotels, Extended Stay Hotels or Office Buildings. [ORD 3958; June 1996] [ORD 4584; June 2012]	25,000 - 40,000 40,001 - 100,000 each additional 100,000 or fraction thereof	1 2 1 additional	B B B

6.	Schools	over 14,000	1	B
7.	Concurrent different uses. When any proposed structure will be used concurrently for different purposes, final determination of loading requirements will be made by the decision making authority but in no event shall the loading requirements be less than the total requirement for each use based upon its aggregate floor area.			

Applicant's Response: *Although Athletic Facilities are not specifically identified, the closest use category would be "commercial establishments not otherwise specified". Based on the table above, this type of use should require four (4) off-street loading areas.*

The Applicant is requesting the approval of the loading determination application to allow two (2) loading berths to serve the proposed development. In addition, a temporary loading is proposed adjacent to main entry to provide a space for deliveries.

60.25.20. Loading Facilities Location.

1. The off-street loading facilities required for the uses mentioned in this Code shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements.

Applicant's Response: *In accordance with this section, the requested off-street loading will be located on the subject property. The two (2) proposed spaces are independent and not being used to satisfy any off-street parking requirements.*

2. No space for loading or unloading vehicles shall be so located that a vehicle using such loading space projects into any public street. Loading space shall be provided with access to any alley, or if no alley adjoins the lot, with access to a street. Any required front, side or rear yard may be used for loading unless otherwise prohibited by this Code.

Applicant's Response: *Based on the location, the two (2) proposed loading spaces will not require any encroachment in to a public street. All maneuvering associated with the loading and unloading of vehicle will occur entirely within the subject property.*

60.25.25. Loading Determination.

Off-Street loading requirements may be modified pursuant to Section 40.50. (Loading Determination)

Applicant's Response: *The athletic facility structure contains 169,170 square feet. Based on the use category, there is no specific requirement for off-street loading for this type of activity. The closest use category would be "commercial establishments".*

Using this category, the 169,170 square foot building would require four (4) Type B loading berths (30 feet long by 12 feet wide by 14 feet 6 inches high).

Given the nature of the use and other similar facilities, the Applicant is requesting a Loading Determination to modify the off-street loading space requirement since the use is not specifically listed.

60.30. Off-Street Parking.

60.30.05. Off-Street Parking Requirements.

Parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building or use which is erected, enlarged, altered, or maintained in accordance with the requirements of Sections 60.30.05. to 60.30.20.

1. Availability. Required parking spaces shall be available for parking operable passenger automobiles and bicycles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for parking of trucks used in conducting the business or use.

Applicant's Response: *The Applicant acknowledges that the required parking spaces will be available for the parking of operable passenger automobiles and bicycles of customers, patrons and employees.*

2. Vehicle Parking. Vehicle parking shall be required for all development proposed for approval after November 6, 1996 unless otherwise exempted by this ordinance. The number of required vehicle parking spaces shall be provided according to Section 60.30.10.5.

Applicant's Response: *The Applicant understands that all development proposed for approval will provide the required number of required vehicle parking spaces in accordance with Section 60.30.10.5.*

3. Bicycle Parking. [ORD 3965; November 1996] Bicycle parking shall be required for all multi-family residential developments of four units or more, all retail, office and institution developments, and at all transit stations and park and ride lots which are proposed for approval after November 6, 1996. The number of required bicycle parking spaces shall be provided according to Section 60.30.10.5. All bike parking facilities shall meet the specifications, design and locational criteria as delineated in this section and the Engineering Design Manual. [ORD 4397; August 2006] [ORD 4107; May 2000]

Applicant's Response: *The Applicant understands that all development proposed for approval will provide the required number of required vehicle parking spaces in accordance with Section 60.30.10.5.*

60.30.10. Number of Required Parking Spaces.

Except as otherwise provided under Section 60.30.10.11., off-street vehicle, bicycle, or both parking spaces shall be provided as follows:

1. Parking Calculation. Parking ratios are based on spaces per 1,000 square feet of gross floor area, unless otherwise noted.

Applicant's Response: *Based on the parking table, we have the following parking requirements (expressed in space per 1,000 sf):*

Use Category	Minimum	Maximum (Zone A)
<i>Sports Clubs/Recreation Facilities</i>	4.3	5.4
<i>Tennis Courts</i>	1	1.3
<i>Office/Administration</i>	2.7	3.4
<i>Retail, including shopping centers</i>	3.3	5.1

In order to determine the minimum requirement, the square footage of each use (expressed in square feet per 1,000) is multiplied by it corresponding ratio. Based on the uses proposed, the minimum parking requirement is as follows:

Use Category	Square Footage	Square Footage (per 1,000)	Minimum Required Vehicle Parking Ratio	Minimum Requirement
<i>Sports Clubs/Recreation Facilities</i>	138,000	138.000	4.3	593
<i>Tennis Courts</i>	76,831	76.831	1	77
<i>Office/Administration</i>	31,170	31.170	2.7	84
<i>Retail, including shopping centers</i>	2,000	2.000	3.3	7
Total	248,001			761

Similarly, in order to determine the maximum allowed, the square footage of each use (expressed in square feet per 1,000) is multiplied by it corresponding vehicle parking ratio. Based on the uses proposed, the minimum parking requirement is as follows:

Use Category	Square Footage	Square Footage (per 1,000)	Maximum Allowed Vehicle Parking Ratio	Maximum Allowed
<i>Sports Clubs/Recreation Facilities</i>	138,000	138.000	5.4	745
<i>Tennis Courts</i>	76,831	76.831	1.3	100
<i>Office/Administration</i>	31,170	31.170	3.4	106
<i>Retail, including shopping centers</i>	2,000	2.000	5.1	10
Total	248,001			961

The actual number being proposed is approximately 798 stalls, which exceeds the minimum required (761) and is well below the maximum allowed (961).

2. Parking Categories.

- A. Vehicle Categories. Contained in the table at Section 60.30.10.5. are vehicle parking ratios for minimum required parking spaces and maximum permitted number of vehicle parking spaces to be provided for each land use, except for those uses which are located in the Regional Center which are governed by Section 60.30.10.6. These requirements reflect the parking requirements of Title 4 of Metro's Regional Transportation Functional Plan. [ORD 4471; February 2008] [ORD 4584; June 2012] [ORD 4686; July 2016]

1. **Minimum number of required parking spaces. For each listed land use, the City shall not require more than the minimum number of parking spaces calculated for each use.**
2. **Parking Zone A. Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within one-quarter mile walking distance of bus transit stops that have 20 minute peak hour transit service or one-half mile walking distance of light rail station platforms that have 20 minute peak hour transit service.**
3. Parking Zone B. Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, or that have a greater than 20 minute peak hour transit service. Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both.
4. Dual parking zones. If a parcel is partially located within Parking Zone A, then the use(s) located on the entire parcel shall observe the Parking Zone A parking ratios. Specifically exempted from this requirement are parcels located within the Regional Center—East zoning district.

In the cases in the Regional Center—East zoning district where parcels are bisected by the boundary of Parking Zones A and B, the applicable maximum parking ratios may be averaged, and that average may be applied over the whole parcel. [ORD 4107; May 2000]

5. Regional Center Parking Districts 1, 2, 3, 4, and 5. Located within the boundary of the Regional Center are five (5) parking districts. Within these five districts, the parking requirements of Section 60.30.10.5.A. do not apply. The required number of parking spaces for Regional Center Parking Zones 1, 2, 3, 4, and 5 shall be governed by Section 60.30.10.6. [ORD 4471; February 2008] [ORD 4584; June 2012] [ORD 4686; July 2016]

Applicant's Response: *The Applicant understands that the City's code establishes standards for minimum required parking spaces and maximum allowed for each land use.*

B. Bicycle Categories. The required minimum number of short-term and long-term bicycle parking spaces for each land use is listed in Section 60.30.10.5.

1. Short-Term parking. Short-term bicycle parking spaces accommodate persons that can be expected to depart within two hours. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance, or if there are site, setback, building design, or other constraints, bicycle parking shall be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority.
2. Long-Term parking. Long-term bicycle parking spaces accommodate persons that can be expected to leave their bicycle parked longer than two hours. Cover or shelter for long-term bicycle parking shall be provided. School buildings are exempted from the requirement to cover long term bicycle parking.
3. Bicycle parking shall be designed, covered, located, and lighted to the standards of the Engineering Design Manual and Standard Drawings. [ORD 4302, June 2004]
4. Bicycle parking in the Old Town Parking Zones 1 and 2 shall be governed by the bicycle parking requirements listed in Section 60.30.10.5. [ORD 4471; February 2008]

Applicant's Response: *In order to determine the short term bicycle requirement, the square footage of each use is divided by the corresponding ratio for short term and long term bicycle parking.*

Based on the uses proposed, the short term bicycle parking is as follows:

Category	Use	Short Term		
		Standard	Allocated Square Footage	Short Term Bicycle Parking Demand
Recreational Facility	Locker rooms, Fitness, Sports Facilities, Swimming Pools	2 spaces, or spaces to meet the combined requirements of the uses being conducted	115,728 SF	See breakdown below
	Tennis Courts		76,831 SF	
Eating, Drinking Establishments	Coffee Lounge, Life Café, Kitchen, Bistro	2 spaces or 1 space per 4,000 sq. ft. of floor area	7,455 SF	2
Retail	Pro Shop, Styling, Massage, Shampoo, Pedicure, Manicure	2 spaces or 1 space per 12,000 sq. ft. of floor area	3,857 SF	2

Educational	Art/Language, Learning
Childcare Facilities	Day Care
Medical	PT/Chiropractic, Testing
Office	Work
Retail	Pro Shop
TOTAL	

Not Required	1,764 SF	None
Not Required	6,885 SF	None
2 spaces or 1 space per 20,000 sq. ft. of floor area	2,311 SF	2
2 spaces or 1 space per 8,000 sq. ft. of floor area	31,170 SF	4
2 spaces or 1 space per 12,000 sq. ft. of floor area	2,000 SF	2
	248,001	12

Similarly, the long term bicycle parking requirement is:

Category	Use
Recreational Facility	Locker rooms, Fitness, Sports Facilities, Swimming Pools
	Tennis Courts
Eating, Drinking Establishments	Coffee Lounge, Life Café, Kitchen, Bistro
Retail	Pro Shop, Styling, Massage, Shampoo, Pedicure, Manicure
Educational	Art/Language, Learning
Childcare Facilities	Day Care
Medical	PT/Chiropractic, Testing
Office	Work
Retail	Pro Shop
TOTAL	

Long Term		
Standard	Allocated Square Footage	Long Term Bicycle Parking Demand
2 spaces, or spaces to meet the combined requirements of the uses being conducted	115,728 SF	<i>See breakdown below</i>
	76,831 SF	
2 spaces or 1 space per 4,000 sq. ft. of floor area	7,455 SF	2
2 spaces or 1 space per 12,000 sq. ft. of floor area	3,857 SF	2
4 spaces per classroom	1,764 SF	8
1 Space Per Classroom	6,885 SF	2
2 spaces or 1 space per 10,000 sq. ft. of floor area	2,311 SF	2
2 spaces or 1 space per 8,000 sq. ft. of floor area	31,170 SF	4
2 spaces or 1 space per 12,000 sq. ft. of floor area	2,000 SF	2
	248,001	22

Overall, the minimum requirement is for twelve (12) short term and twenty two (22) long term spaces.

3. Ratios. In calculating the required number of vehicle and bicycle parking spaces, fractions equal to or more than 0.5 shall be rounded up to the nearest whole number. In calculating the required number of vehicle and bicycle parking spaces, fractions less than 0.5 shall be rounded down to the nearest whole number. [ORD 3965; November 1996]

Applicant's Response: The Applicant acknowledges that in calculating the required number of vehicle and bicycle parking spaces, fractions equal to or more than 0.5 will be rounded up to the nearest whole number. Similarly, in calculating the required number of vehicle and bicycle parking spaces, fractions less than 0.5 will be rounded down to the nearest whole number.

4. Uses Not Listed. For uses not specifically mentioned in this section, the requirements for off-street parking facilities for vehicles and bicycles shall be determined with a Parking Requirement Determination (Section 40.55.1.). [ORD 4224; August 2002]

Applicant's Response: In accordance with this section, for uses not specifically mentioned, the requirements for off-street parking facilities for vehicles and bicycles shall be determined with a Parking Requirement Determination.

5. Parking Tables. The following tables list the required minimum and maximum vehicle and bicycle parking requirements for listed land use types. [60.30.10.5.A.]

PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES

Land Use Category	Required Parking Spaces		Maximum Permitted Parking Spaces	
	Multiple Use Zones	All Other Zones	Zone A	Zone B
Commercial Amusements				
Sports Clubs / Recreational Facilities	4.3	4.3	5.4	6.5
Tennis / Racquetball Courts	1.0	1.0	1.3	1.5
Commercial Uses				
Retail, including shopping centers	3.0	3.3	5.1	6.2
Offices, Administrative Facilities	2.7	2.7	3.4	4.1

PARKING RATIO REQUIREMENTS FOR BICYCLES

Land Use Category	Minimum Required Bicycle Parking Spaces	
	Short Term	Long Term
Commercial Amusements		

Sports Clubs / Recreational Facilities	2 spaces, or spaces to meet the combined requirements of the uses being conducted.	2 spaces, or spaces to meet the combined requirements of the uses being conducted.
Tennis / Racquetball Courts		
Commercial Uses		
Retail, including shopping centers	2 spaces or 1 space per 12,000 sq. ft. of floor area	2 spaces or 1 space per 12,000 sq. ft. of floor area
Offices, Administrative Facilities	2 spaces or 1 space per 8,000 sq. ft. of floor area	2 spaces or 1 space per 8,000 sq. ft. of floor area

Applicant's Response: *Listed above are excerpts from the parking tables that are applicable to the proposed project.*

6. Regional Center Parking Tables.

Applicant's Response: *This section is not applicable to this application because the proposed development is not located in a regional center.*

7. Exceeding Parking Ratios. More parking spaces for motor vehicle and bicycle parking may be required as a condition of a Conditional Use. Variation from the specified minimum or maximum number of required motor vehicle and bicycle parking spaces may be approved by the City subject to Section 40.10.15.2. (Major Adjustment) of this Code. However, if surplus parking is located in a parking structure, the parking ratios may be exceeded without requiring an approval of a Major Adjustment for parking. Any surplus parking may be designed to any of the City standards for off-street parking lot design. The Facilities Review Committee may recommend approval of parallel parking spaces or other non-standard designs for surplus parking in any zone. [ORD 4224; August 2002] [ORD 4498; January 2009] [ORD 4659; June 2015]

Applicant's Response: *For vehicle parking, the actual number being proposed is approximately 798 stalls, which exceeds the minimum required of 761 and is well below the maximum allowed of 961.*

Similarly, for bicycle parking, the actual number being proposed is twelve (12) short term and twenty two (22) long term.

8. Residential Parking Dimensions. For all residential uses, any required parking space shall not be less than 8 1/2 feet wide and 18 1/2 feet long. (See also Section 60.30.15. (Off-Street Parking Lot Design) for other standards.) [ORD 4312; July 2004]

Applicant's Response: *This criterion is not applicable to this application because the proposed development does not contain any residential uses.*

9. Parking Space Calculation.

- A. Multiple Uses. In the case of multiple uses, the total requirements for off-street vehicle and bicycle parking facilities shall be the sum of the requirements for the various uses computed separately.

Applicant's Response: *The Applicant understands that the total requirement for off-street parking is the sum of the individual uses. In this particular situation, the parking requirement will be the sum of the athletic facility, tennis courts and office space.*

- B. Spaces which only meet the requirements of one establishment may serve more than one establishment on the same parking lot, provided that sufficient evidence is presented which shows that the times of peak parking demand for the various establishments do not coincide, and that adequate parking will be available at all times when the various establishments are in operation.

Applicant's Response: *All space on site will be for the exclusive use of the employees, patrons and visitors to the athletic facility.*

10. Location of Vehicle Parking.

- A. All required off-street parking spaces shall be provided on the same property upon which the use requiring the parking is located. By approving a Parking Determination application for Shared Parking, the Decision Making Authority may permit the required off-street parking spaces to be located on any property within 500 feet of the property upon which the use requiring the parking is located for uses within Residential, Commercial, and Industrial zoning districts, or on any lot within any distance for uses within Multiple Use zoning districts. [ORD 4107; May 2000] [ORD 4224; August 2002] [ORD 4462; January 2008] [ORD 4706; May 2017]

Applicant's Response: *In accordance with this section, all required off-street parking stalls will be provided on the subject property.*

- B. Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by an access that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley.

Applicant's Response: *This criterion is not applicable to this application because the proposed development does not contain any residential uses.*

- C. In R10, R7, R5 and R4 zones parking and loading spaces may be located in side and rear yards and may be located in the front yard of each dwelling unit only if located in the driveway area leading to its garage. [ORD 4584; June 2012]

Applicant's Response: *This criterion is not applicable to this application because the proposed development does not contain any residential uses.*

- D. Parking in the front yard is allowed for each dwelling unit in the driveway area leading to its garage. Also, one additional space shall be allowed in that area in front of the required side yard and closest to the driveway subject to the following conditions:
 - 1. The owner of the lot upon which the space is sought shall enter into a written agreement allowing the space with the owner of the property on that side closest to

the proposed additional space. This agreement shall be binding on the successors in interest to the property of both parties and shall be recorded with the Washington County Department of Records and Elections.

2. Notwithstanding the agreement of the property owners, the additional space shall not be allowed if it creates a traffic sight obstruction.
3. The additional space shall be hard surfaced.

Applicant's Response: *This criterion is not applicable to this application because the proposed development does not contain any residential uses.*

11. Reductions and Exceptions. *This section is not applicable to this application because the proposed development does not requesting any reductions or exceptions for vehicular parking.*

12. Compact Cars. Compact car parking spaces may be allowed as follows:

- A. For residential uses, required vehicle parking spaces shall be provided at standard size pursuant to Section 60.30.10.8. Parking in excess of the required parking may be provided as compact parking subject to Section 60.30.10.7. [ORD 4471; February 2008]

Applicant's Response: *This criterion is not applicable to this application because the proposed development does not contain any residential uses.*

- B. For uses other than residential uses, twenty percent (20%) of the required vehicle parking spaces for long term or designated employee parking lots may be compact spaces. The Facilities Review Committee may recommend allowing more than twenty percent (20%) of the required parking spaces to be used for compact car parking when the applicant shows that more compact car spaces are appropriate. [ORD 4224; August 2002]

Applicant's Response: *The Applicant acknowledges that up to twenty percent (20%) or 160 spaces required vehicle parking spaces (for long term or designated employee parking) may be compact spaces.*

None of the parking is proposed to be compact at the present time.

- C. The Facilities Review Committee may recommend allowing the required parking spaces for short term parking to include spaces for compact cars if the applicant shows that there will be adequate parking for non-compact cars and a method of enforcing the compact car parking is available. [ORD 4224; August 2002]

Applicant's Response: *The Applicant understands that the Facilities Review Committee may recommend allowing the required parking spaces for short term parking to include spaces for compact cars if the applicant shows that there will be adequate parking for non-compact cars and a method of enforcing the compact car parking is available.*

- D. Compact car parking spaces shall be generally grouped together and designated as such.
[ORD 3228; December 1981]

Applicant's Response: *The Applicant understands that compact car parking spaces should be generally grouped together and designated as such.*

None of the parking is proposed to be compact at the present time.

13. Carpool and Vanpool Parking Requirements. ***This section is not applicable to this application because the proposed development is not part of an industrial, institution, and office development.***

60.30.15. Off-Street Parking Lot Design.

All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables:

A = Parking Angle
B = Stall Width
C = Stall Depth (no bumper overhang)
D = Aisle Width
E = Stall Width (parallel to aisle)
F = Module Width (no bumper overhang)
G = Bumper Overhang
H = Backing Area
I = Module Intermesh

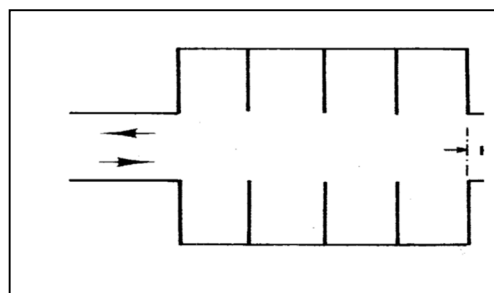
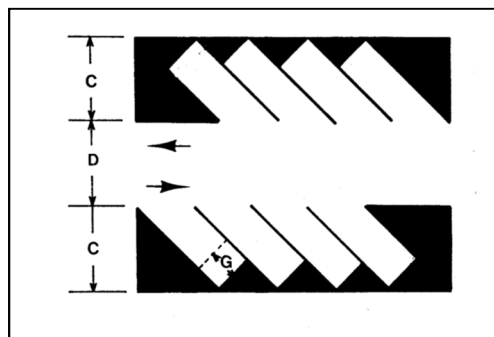
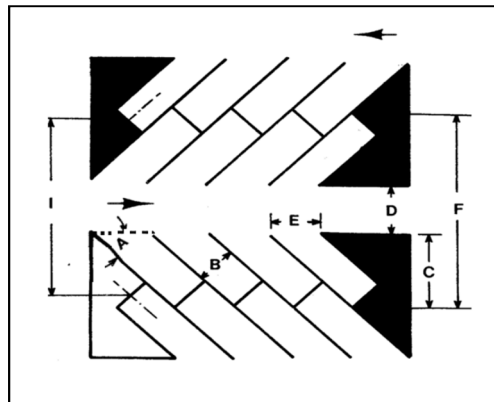
NOTE:

- 1) For one (1) row of stalls use "C" plus "D" as minimum bay width.
- 2) Public alley width may be included as part of dimension "D", but all parking stalls must be on private property, off the public right-of-way.
- 3) For estimating available parking area, use 350 sq. ft. per vehicle for stall, aisle and access areas.
- 4) The stall width for self-parking of long duration is 8.5 feet; for higher turnover self-parking is 9.0 feet; and for supermarkets and similar facilities (shoppers and packages) is 9.5-10 feet.
- 5) The minimum aisle width for two-way traffic and for emergency vehicle operations area is 24 feet. The minimum aisle width for emergency vehicle access (one way traffic) is 20 feet.
- 6) Where appropriate, bumper overhang area is provided (extruded curbs), "G" can be subtracted from "C" to determine stall depth. Dimensions of required recreational vehicle spaces are 10 feet by 25 feet.
- 7) Parking lots in conjunction with government and public buildings, as defined by Chapter 11 of the International Building Code, are to include parking for the handicapped as required in that chapter. These special spaces may be included within the total spaces required. [ORD 3494; March 1986] [ORD 4365; October 2005] [ORD 4697; December 2012]

Stall Dimensions

A	B	C	D	E	F	G	H	I
45 degrees	8.5	18.7	12.0	12.0	49.4	2.0	5.0	43.4
60 degrees	8.5	19.8	14.5	9.8	54.1	2.5	5.0	49.9
75 degrees	8.5	19.6	23.0	8.8	62.2	2.5	5.0	60.0
90 degrees	8.5	18.5	24.0	8.5	61.0	3.0	5.0	61.0
90 degrees*	7.5	15.0	24.0	7.5	58.0	2.0	5.0	58.0

*"Compact" Car (Section 60.30.10.12.)



60.30.20. Off-Street Parking Lot Construction.

Every parcel of land hereafter developed for use as a parking area shall conform to the requirements of the Engineering Design Manual and Standard Drawings. [ORD 3293; November 1982] [ORD 4302, June 2004] [ORD 4332; January 2005]

Applicant's Response: *The Applicant understands that the parking areas are required to conform to the requirements of the Engineering Design Manual and Standard Drawings.*

60.30.25. Enforcement.

The Director is authorized to suspend any permit if the usage of parking by the original use or temporary use or both increases beyond the capacity of the on-site parking or that the use is causing a nuisance to the public or surrounding properties. The Director shall notify the applicant of the Director's intent to suspend the permit and shall provide an opportunity for a hearing prior to suspension. However, in any case where the Director, or any Code Enforcement Officer designated by the Mayor, finds a serious danger to the public health or safety, the Director or Code Enforcement Officer may suspend the permit without a hearing. Upon suspension of a permit, the Director or Code Enforcement Officer may require that the temporary use or structure vacate the site within five working days or can require the use to discontinue operation. The Director shall notify the applicant of the reasons for the action, and the Director shall afford the applicant the opportunity for a hearing within five days from the date of the suspension. The Director may reinstate a suspended permit upon a showing by the applicant that the cause of the suspension has been corrected. Appeal of any decision of the Director shall be pursuant to Section 50.75. of this Code. [ORD 4224; August 2002]

Applicant's Response: *The Applicant understands that, in accordance with this section, the Director is authorized to suspend any permit if the usage of parking by the original use or temporary use or both increases beyond the capacity of the on-site parking or that the use is causing a nuisance to the public or surrounding properties.*

60.55. TRANSPORTATION FACILITIES.

60.55.05. Purpose and Intent.

It is the purpose and intent of this chapter to establish design standards and performance requirements for all streets and other transportation facilities constructed or reconstructed within the City of Beaverton.

60.55.10. General Provisions. [ORD 4302; June 2004]

1. All transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. In addition, when development abuts or impacts a transportation facility under the jurisdiction of one or more other governmental agencies, the City shall condition the development to obtain permits required by the other agencies.

Applicant's Response: *In accordance with this section, all transportation facilities will be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings.*

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

2. In order to protect the public from potentially adverse impacts of the proposal, to fulfill an identified need for public services related to the development, or both, development shall provide traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development. [ORD 4103; May 2000]

Applicant's Response: *No development is proposed as part of the proposed development application. However, as subsequent development occurs, a supplemental Traffic Impact Analysis (TIA) will be prepared that outlines the impacts to the public infrastructure system. This includes traffic capacity, traffic safety, and transportation improvements.*

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

3. For applications that meet the threshold criteria of section 60.55.15. (Traffic Management Plan) or of section 60.55.20. (Traffic Impact Analysis), these analyses or limited elements thereof may be required.

Applicant's Response: *A Traffic Impact Analysis (TIA) was prepared. This document identified the off-site traffic incremental improvements required as part of the Sunset Station & Barnes Road PUD Conditional Use.*

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

In addition, the Planned Unit Development approval identified a number of required traffic related improvements. For additional information, refer to Section D – Appendices, Appendix 12 – City of Beaverton Order 2337 CU2013-0003 Sunset Station & Barnes Road PUD Conditional Use and Appendix 21- Compliance with CU2013-0003.

4. The decision-making authority may impose development conditions of approval per Section 10.65.1. of this code. Conditions of approval may be based on the Traffic Management Plan and Traffic Impact Analysis. Additional street, bicycle, and pedestrian connections may also be required per 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements).

Applicant's Response: ***The prior Conditional Use approval for the Planned Unit Development (PUD) outlined the required traffic improvements.***

A Traffic Impact Analysis (TIA) was prepared. This document identified the off-site traffic improvements required as part of the development of the planned unit development.

Refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis for additional information.

5. Dedication of right-of-way shall be determined by the decision-making authority.

Applicant's Response: ***According to Washington County Department of Land Use and Transportation and the City of Beaverton, right-of way dedication will be required along SW Barnes Road, SW Cedar Hills Boulevard and the future 116th Avenue.***

As part of the proposed development, approximately 41,513 square feet of right-of-way will be dedicated.

Refer to Section D – Appendices, Appendix 37 – Right-of-Way Dedication Exhibit for additional information.

For additional background information, refer to Appendix 9 – Washington County Transportation Maps.

6. Traffic calming may be approved or required by the decision-making authority in a design of the proposed and/or existing streets within the area of Influence or any additional locations identified by the City Engineer. Traffic calming measures shall be designed to City standards.

Applicant's Response: ***No traffic calming measures are proposed within the proposed internal streets. These would be designed to City standards.***

7. Intersection performance shall be determined using the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve a different

intersection analysis method prior to use when the different method can be justified. Terms used in this subsection are defined in the Highway Capacity Manual 2000.

At a minimum, the impacts of development on a signalized intersection shall be mitigated to peak hour average control delay no greater than 65 seconds per vehicle using a signal cycle length not to exceed 120 seconds. The volume-to-capacity ratio for each lane group for each movement shall be identified and considered in the determination of intersection performance. The peak hour volume-to-capacity (V/C) ratio for each lane group shall be no greater than 0.98. Signal progression shall also be considered. If the intersection is under County or ODOT jurisdiction, the V/C ratio for each lane group shall not exceed the V/C ratio imposed by that jurisdiction. [ORD 4706; May 2017] At a minimum, the impacts of development on a two-way or an all-way stop-controlled intersection shall be mitigated to a peak hour average control delay of no greater than 45 seconds per vehicle. If the existing control delay or volume-to-capacity ratio of an intersection is greater than the standards of this subsection, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio.

Applicant's Response: *A Traffic Impact Analysis (TIA) was prepared as part of the Conditional Use for the Sunset Station & Barnes Road Planned Unit Development. This document assessed the intersection performance at a number of locations in the vicinity of planned unit development.*

For additional information, refer to Section D – Appendices, Appendix 12 – City of Beaverton Order 2337 CU2013-0003 Sunset Station & Barnes Road PUD Conditional Use.

Subsequent to this document, a new “mini” Traffic Impact Analysis (TIA) was prepared. This document identified the off-site traffic improvements required as part of the development of the planned unit development.

Refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA) for additional information.

60.55.15. Traffic Management Plan. [ORD 4302; June 2004] *This section is not applicable since the proposed development will not result in any additional trips on a residential street. Both SW Barnes Road and SW Cedar Hills Boulevard are considered Arterial Roadways.*

60.55.20. Traffic Impact Analysis. [ORD 4103; May 2000] [ORD 4302; June 2004]

Traffic Impact Analysis. [ORD 4103; May 2000] [ORD 4302; June 2004] For each development proposal that exceeds the Analysis Threshold of 60.55.20.2, the application for land use or design review approval shall include a Traffic Impact Analysis as required by this code. The Traffic Impact Analysis shall be based on the type and intensity of the proposed land use change or development and its estimated level of impact to the existing and future local and regional transportation systems.

1. Engineer Certification. The Traffic Impact Analysis shall be prepared and certified by a traffic engineer or civil engineer licensed in the State of Oregon.
2. Analysis Threshold.
 - A. A Traffic Impact Analysis is required when the proposed land use change or development will generate 300 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer. [ORD 4706; May 2017]
 - B. A Traffic Impact Analysis or some elements of a Traffic Impact Analysis may be required when the volume threshold under subsection A. of this section is not met but the City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system.
3. Study Area. The Traffic Impact Analysis shall evaluate the Area of Influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of traffic flow. The City Engineer may identify additional locations for study if existing traffic operation, safety, or performance is marginal or substandard. Prior to report preparation, the applicant shall submit the proposed scope and analysis assumptions of the Traffic Impact Analysis. The City Engineer shall determine whether the scope and analysis assumptions are adequate.

Applicant's Response: *The study area associated with the development proposal includes:*

The subject property contain 9.123 acres located in the City of Beaverton, Washington County, Oregon. More specifically, it is located at the southwest corner of SW Cedar Hills Boulevard and SW Barnes Road (tax lot number 1S103A001700). The traffic impact analysis (TIA) will evaluate eight existing intersections and one new potential access. The study intersections are listed below:

- 1. SW Cedar Hills Boulevard at SW Barnes Road***
- 2. SW Cedar Hills Boulevard at US 26 WB Ramps***
- 3. SW Cedar Hills Boulevard at US 26 EB Ramps***
- 4. SW Cedar Hills Boulevard at SW Butner Road***
- 5. Towne Square West Access at SW Barnes Road***
- 6. SW Valeria View Drive at SW Barnes Road***
- 7. US 26/OR 217 at SW Barnes Road***
- 8. SW Baltic Avenue at SW Barnes Road***
- 9. Access: SW Barnes Road at SW 116th Avenue***

4. Contents of the Traffic Impact Analysis Report. The Traffic Impact Analysis report shall contain the following information organized in a logical format: A. Executive Summary B.

Description of Proposed Development C. Existing Conditions D. Traffic Forecasts E. Traffic Impacts F. Mitigation Identification G. Recommendations

- A. Executive Summary. An Executive Summary of no more than three single-sided pages shall be included at the beginning of the Traffic Impact Analysis report. The Executive Summary shall summarize the analysis and conclusions and identify recommended transportation improvements.

Applicant's Response: *As part of the Sunset Station & Barnes Road PUD Conditional Use approval, a series of traffic improvements were identified in order to serve the future development.*

Based on this, a "mini" Traffic Impact Analysis (TIA) was prepared. This document identified the off-site traffic improvements required in connection with the Athletic Facility development.

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

- B. Description of Proposed Development. The Traffic Impact Analysis shall provide a comprehensive project description including but not limited to the following:
1. Vicinity map. 2. Site plan. 3. Project phasing. 4. Time schedule. 5. Intended use of the site, including the range of uses allowed without additional land-use approvals. 6. Intensity of use.

Applicant's Response: *The prior Conditional Use approval for the Planned Unit Development (PUD) outlined the required traffic improvements.*

A "mini" Traffic Impact Analysis (TIA) was prepared as part of this development proposal. This document identified the off-site traffic improvements required as part of the development of the planned unit development.

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

- C. Existing Conditions. The Traffic Impact Analysis shall provide a complete evaluation of existing conditions and include maps and/or tables displaying the following information for the Area of Influence and any additional locations previously identified by the City Engineer:
1. Street system including street names and functional classifications. 2. Pavement and shoulder widths. 3. Striping and channelization. 4. Driveways. 5. Freight access and loading areas. 6. Intersections. 7. Traffic volumes. a. Existing traffic shall be measured within the previous twelve months. b. Traffic volumes shall be based on

data from a minimum of two typical weekdays (Tuesday through Thursday). In addition, data shall be provided for weekends if weekends are the peak traffic period for either the existing street or the proposed development. [ORD 4706; May 2017] c. Seasonal variations in traffic volumes shall be considered. 8. Existing intersection performance indicators including volume-to-capacity ratio and control delay. 9. Transit information including stop and shelter locations, route numbers, headways, passenger loading, pull outs, and times of service. 10. Bicycle ways, sidewalks, and accessways. 11. Collision data for the most recent three-year period for which collision data is available.

Applicant's Response: *A "mini" Traffic Impact Analysis (TIA) was prepared as part of this development proposal. This document identified the off-site traffic improvements required as part of the development of the planned unit development.*

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

- D. Traffic Forecasts. The Traffic Impact Analysis report shall provide forecasts of future traffic within the Area of Influence and any additional locations previously identified by the City Engineer. Traffic forecasts shall be provided for both the Buildout Year and the Long-Range Forecast Year. The report shall include complete documentation of trip generation calculations including Institute of Transportation Engineers (ITE) Trip Generation (latest published edition) use code(s) or an alternative basis of trip generation and the rationale for using the alternative.
1. Buildout Year Analysis. Buildout Year forecasts shall be Total Traffic at the time of anticipated completion and occupancy of each phase of the development and at the time of completion and occupancy of the entire development. The City shall provide traffic information on other developments to consider in the calculation of Added Traffic.
 2. Long-Range Forecast Year Analysis. The Traffic Impact Analysis shall include an analysis of the potential worst case long-range impacts to the local transportation system identified in the City's Comprehensive Plan Transportation Element and the regional transportation system identified in Metro's Regional Transportation Plan. The forecast year shall be the forecast year of the Comprehensive Plan Transportation Element or an alternate year approved by the City Engineer. The Traffic Impact Analysis shall include a prediction of whether any phase of the proposed development will change the long range transportation needs identified in the Comprehensive Plan and the extent to which traffic from the proposed development contributes to the long-range improvement needs.
 3. Traffic Forecast Analysis Assumptions.
 - a. Trip generation. Estimates of the proposed development's trip generation shall be made for peak period traffic. Selection of the peak period used in the analysis shall be justified and shall consider, at a minimum, the peak period for

the proposed development and the peak period for surrounding streets. The City Engineer may require review of other time periods based on known or anticipated marginal or substandard traffic capacity or traffic safety. Trip generation estimates shall be based on ITE's Trip Generation (latest published edition). The City Engineer may approve different trip generation rates when trip generation rates are not available in ITE's Trip Generation or different rates are justified.

- b. Trip distribution and assignment. Traffic generated by the proposed development shall be logically distributed and assigned to the street system within the Area of Influence and any additional locations previously identified by the City Engineer. Trip distribution and assignment shall be based on trip distribution information from Washington County, ODOT, or Metro, on analysis of local traffic patterns based on data less than 12 months old, or on alternative data approved by the City Engineer.
4. Intersection and Highway Interchange Analysis. Intersection and highway interchange analysis shall conform to the method for operations analysis described in the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve an alternative analysis method. The analysis shall document that the impacts of queuing from adjacent intersections or traffic restrictions has been addressed.

Applicant's Response: *A "mini" Traffic Impact Analysis (TIA) was prepared as part of this development proposal. This document identified the off-site traffic improvements required as part of the development of the planned unit development.*

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

- E. Traffic Impacts. The Traffic Impact Analysis shall evaluate access, safety, operation, capacity, circulation, level of service, and performance of the transportation system within the proposed development's Area of Influence and any additional locations previously identified by the City Engineer for both the Buildout Year and any phases thereof, and the Long-Range Forecast Year.

Performance analysis shall be based on the standards of Section 60.55.10.7.

1. Safety considerations shall be evaluated. Potential safety problems resulting from conflicting turning movements between and among driveways, intersections, and internal traffic shall be addressed. Distance to the nearest driveways on both sides of streets fronting the site and in both directions from site access points shall be shown. On-site driveway stacking and queuing impacts shall be assessed. The potential for shared access with adjacent development shall be assessed.
2. Geometric design and operational improvements including but not limited to acceleration lanes, deceleration lanes, turning lanes, traffic signals, and

channelization shall be considered, evaluated, and recommended when determined necessary by standards and practices adopted by ODOT, Washington County, the City or approved by the City Engineer.

3. Adequacy of sight distance shall be addressed at the proposed road access point(s) for both the existing road configuration and for the ultimate road configuration based on improvements planned for the development and improvements identified in the Comprehensive Plan Transportation Element. Sight distance shall meet City standards.
4. The analysis shall also identify and evaluate related impacts on bicycle, pedestrian, and transit access, circulation, and facilities.
5. Other, operational, circulation, safety, and capacity issues shall be evaluated and addressed as required by this code and by the City Engineer.

Applicant's Response: *A "mini" Traffic Impact Analysis (TIA) was prepared as part of this development proposal. This document identified the off-site traffic improvements required as part of the development of the planned unit development.*

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

- F. Mitigation Identification. In order to protect the public transportation system from potentially adverse impacts of the proposal, to fulfill an identified need for public services within the impacted area related to the development, or both, the Traffic Impact Analysis shall identify methods of mitigating on-site and off-site deficiencies for present and proposed phases of the development. The analysis shall make recommendations for improvements necessary for safe and efficient traffic flow and bicycle, pedestrian, and transit movement and access based on and roughly proportional to the identified impacts. Buildout Year, Long-Range Forecast Year, and project phasing impacts shall be considered. [ORD 4418, February 2007]

The traffic impact analysis shall discuss the estimated levels of impact, improvements, and mitigations, and shall demonstrate how the recommended mitigations are roughly proportional to the identified impacts. [ORD 4418, February 2007]

Mitigation shall be consistent with improvements identified in the Comprehensive Plan Transportation Element. At a minimum, the Traffic Impact Analysis shall consider ultimate rights-of-way and additional streets, bicycle, and pedestrian connections and extensions and intersection improvements that are identified in the Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 and connections required by Section 60.55.25. of this code. Mitigation measures may also include, but are not limited to, additional street connections and street extensions, turn lanes, signalization, signal modifications, installation of medians, shared access and other access management strategies, geometric improvements such as lane geometry improvements, and intersection realignments.

Where stop-controlled intersections do not meet the minimum performance standard of Section 60.55.10.7., an additional street connection or a street extension shall be considered as a potential mitigation measure.

Applicant's Response: *Based on the "mini" Traffic Impact Analysis (TIA), three intersections were identified as needing additional mitigation.*

- 1) SW Cedar Hills Boulevard at SW Barnes Road: the additional Project trips are expected to cause the southbound through/right v/c to rise from 0.95 under the background conditions to 1.16 under the project conditions in the PM peak hour.*
- 2) SW Barnes Road at NW 116th Avenue: the additional Project trips are expected to cause the northbound approach leg v/c ratio to increase in excess of 2.0 in both the AM and PM peak hours.*
- 3) US 26/OR 217 at SW Barnes Road: the additional Project trips are expected to cause the overall intersection v/c ratio to increase by 0.01, from 0.90 to 0.91.*

SW Cedar Hills at SW Barnes: *To mitigate the expected impact of the LT Project to the SW Cedar Hills at SW Barnes Road intersection operations, we recommend that LT widen the northern leg of the intersection to construct a shared southbound through/right-turn lane. This mitigation would result in the worst lane group of the intersection to switch to the northbound through with a v/c ratio 0.98 in the PM peak hour, which meets the City's v/c standard. If this mitigation is completed, we suggest that the southbound right-turn lane be designed with a storage length of between 180 and 200 feet.*

NW 116th at SW Barnes: *To mitigate the expected impact of the LT Project to the NW 116th Avenue intersection operations, we suggest that LT install a traffic signal and complete the 5-lane widening of SW Barnes Road. The signal would operate as an actuated signal, but would not be coordinated with any other signals. The 5-lane widening would connect the two 5-lane segments to the west and east of the proposed NW 116th Avenue. The installation of a signal at this intersection would change the analysis of how the signal is operating from a focus on the worst approach to the overall operations. The v/c ratio would be expected to drop from over 2.0 without the signal to an AM and PM peak hour v/c ratio of 0.67 and 0.81, respectively, which is well below the City's v/c standard.*

Based on a review of the queueing summaries for the left turn from westbound Barnes to southbound NW 116th Avenue; we

determined that the turn pocket must be at least 275 feet long. The left turn from eastbound SW Barnes Road to northbound SW Cedar Hills Boulevard was then reviewed, and we determined that the turn pocket must be at least 275 feet long. With roughly 750 feet between the two intersections, there is adequate spacing for back-to back left turn pockets with a 165-foot reversing curve between the two left turn pockets.

This treatment is consistent with the 2013 PUD, which includes a signal at this location, and indicates that when the parcels on the north side of Barnes Road develop, the currently unsignalized intersection of NW 117th Avenue and SW Barnes Road would become access restricted to eastbound right-in-right-out to facilitate the eastbound left-turn pocket to northbound NW 116th Avenue. Vehicles that currently use NW 117th Avenue would then shift to use the new signal at NW 116th Avenue. A peak hour and four-hour signal warrant analysis was conducted. The demands for the four-hour warrant were calculated using the traffic counts and making an assumption that the development would generate 70% of the peak hour trips in the second hour of the morning and evening commute periods.

US 26/OR 217 at SW Barnes: *At the intersection of US 26/OR 217 at SW Barnes Road the addition of the LT trips result in no change to the off-ramp queue length in the PM peak hour. The impact is felt on the SW Barnes Road approaches to the intersection. However, an increase in the cycle length of the intersection from 110 seconds to 120 seconds would reduce the overall intersection v/c ratio from 0.91 to the ODOT standard of 0.90. As there is no impact to the expected off-ramp queue length, the signal timing modification will mitigate the LT impact that is measurable on the SW Barnes Road approaches to the intersection.*

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

- G. Recommendations. The Traffic Impact Analysis report shall clearly state the mitigation measures recommended by the analysis and shall summarize how the recommended mitigations are roughly proportional to the identified impacts. The recommended street and highway mitigation measures shall be shown on a scaled drawing that depicts existing and recommended improvements. [ORD 4418, February 2007]

Applicant's Response: *A Traffic Impact Analysis (TIA) was prepared as part of the development of the Athletic Facility. This document identified the off-site traffic improvements required as part of the development of the planned unit development. In conclusion,*

all study area intersections can meet the applicable mobility targets with the additional traffic of the LT Project with the following mitigations:

- *Construction of site frontage improvements along SW Barnes Road and SW Cedar Hills Boulevard (as described in the 2013 Peterkort PUD conditions of approval and modified herein). This includes the second eastbound right turn lane from SW Barnes Road to SW Cedar Hills Boulevard.*
- *Construction of a two-lane public road between SW Barnes Road and SW Choban Lane (assumed to be NW 116th Avenue).*
- *Widen the 2/3-lane segment of SW Barnes Road to 5-lanes to connect the current 5-lane segments to the west and east of the proposed NW 116th Avenue intersection.*
- *Construction of a traffic signal at the intersection of SW Barnes Road at the new public road (assumed to be NW 116th Ave).*
- *Construction of a shared southbound through/right-turn lane at the intersection of SW Barnes Road and SW Cedar Hills Boulevard with a storage length of between 180 and 200 feet.*
- *Increase the signal cycle length of the US 26/OR 217 at SW Barnes Road intersection from 110 seconds to 120 seconds to mitigate the LT impact to the Barnes Road approaches to the intersection.*

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

60.55.25. Street and Bicycle and Pedestrian Connection Requirements. [ORD 4302; June 2004]

1. All streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit. Bicycle and pedestrian connections shall provide for safe and efficient circulation and access for bicycles and pedestrians.

Applicant's Response: *The prior Conditional Use approval for the Planned Unit Development (PUD) outlined the required traffic improvements.*

A Traffic Impact Analysis (TIA) was prepared. This document identified the off-site traffic improvements required as part of the development of the planned unit development.

For additional information, refer to Section D – Appendices, Appendix 22 – Traffic Impact Analysis (TIA).

2. The Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 shall be used to identify ultimate right-of-way width and future potential street, bicycle, and pedestrian connections in order to provide adequate multi-modal access to land uses, improve area circulation, and reduce out-of-direction travel.

Applicant's Response: ***The ultimate right-of-way width and future potential street connections will be used in order to ensure there is adequate multi-modal access to land uses, improvements to circulation areas and reduce out-of-direction travels.***

3. Where a future street or bicycle and pedestrian connection location is not identified in the Comprehensive Plan Transportation Element, where abutting properties are undeveloped or can be expected to be redeveloped in the near term, and where a street or bicycle and pedestrian connection is necessary to enable reasonably direct access between and among neighboring properties, the applicant shall submit as part of a complete application, a future connections plan showing the potential arrangement of streets and bicycle and pedestrian connections that shall provide for the continuation or appropriate projection of these connections into surrounding areas.

Applicant's Response: ***Future streets and bicycle and pedestrian connections will extend to the boundary of the parcel under development and will be designed to connect with neighboring properties.***

4. Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections, and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections. A closed-end street, bicycle connection, or pedestrian connection may be approved with a temporary design.

Applicant's Response: ***Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and will be designed to connect the proposed development's streets, bicycle connections, and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections.***

5. Whenever existing streets and bicycle and pedestrian connections adjacent to or within a parcel of land are of inadequate width, additional right-of-way may be required by the decision-making authority.

Applicant's Response: ***This criterion is not applicable to this application since there are no internal existing streets within the subject property.***

6. Where possible, bicycle and pedestrian connections shall converge with streets at traffic-controlled intersections for safe crossing.

Applicant's Response: *Bicycle and pedestrian connections will converge with streets at traffic-controlled intersections for safe crossing.*

7. Bicycle and pedestrian connections shall connect the on-site circulation system to existing or proposed streets, to adjacent bicycle and pedestrian connections, and to driveways open to the public that abut the property. Connections may approach parking lots on adjoining properties if the adjoining property used for such connection is open to public pedestrian and bicycle use, is paved, and is unobstructed.

Applicant's Response: *Bicycle and pedestrian connections will connect the on-site circulation system to existing and/or proposed streets, to adjacent bicycle and pedestrian connections, and to driveways open to the public that abut the property.*

8. To preserve the ability to provide transportation capacity, safety, and improvements, a special setback line may be established by the City for existing and future streets, street widths, and bicycle and pedestrian connections for which an alignment, improvement, or standard has been defined by the City. The special setback area shall be recorded on the plat.

Applicant's Response: *All future safety and transportation capacity improvements will be able to be accommodated within the proposed right-of-way.*

9. Accessways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.14. [ORD 4397; August 2006]

An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.

A. Accessways shall be provided as follows:

1. In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.
2. If any of the conditions described in Section 60.55.25.14. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block. [ORD 4397; August 2006]
3. Where a street connection is not feasible due to conditions described in Section 60.55.25.14., one or more new accessways to any or all of the following shall be provided as a component of the development if the accessway is reasonably direct: an existing transit stop, a planned transit route as identified by TriMet and the City, a school, a shopping center, or a neighborhood park. [ORD 4397; August 2006]

4. The City may require an accessway to connect from one cul-de-sac to an adjacent cul-de-sac or street.
5. In a proposed development or where redevelopment potential exists and a street connection is not proposed, one or more accessways may be required to connect a cul-de-sac to public streets, to other accessways, or to the project boundary to allow for future connections.
6. Within the South Cooper Mountain Community Plan area, the City may require an accessway to connect from multiuse paths or trails to streets, multi-use paths, or trails. [ORD 4652; February 2015]

Applicant's Response: *No access ways have been identified as part of the proposed development.*

B. Accessway Design Standards.

1. Accessways shall be as short as possible and wherever practical, straight enough to allow one end of the path to be visible from the other.
2. Accessways shall be located to provide a reasonably direct connection between likely pedestrian and bicycle destinations. [ORD 4332; January 2005]

Applicant's Response: *No access ways have been identified as part of the proposed development.*

10. Pedestrian Circulation. [ORD 4487; August 2008]

- A. Walkways are required between parts of a development where the public is invited or allowed to walk.
- B. A walkway into the development shall be provided for every 300 feet of street frontage. A walkway shall also be provided to any accessway abutting the development.
- C. Walkways shall connect building entrances to one another and from building entrances to adjacent public streets and existing or planned transit stops. Walkways shall connect the development to walkways, sidewalks, bicycle facilities, alleyways and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institution or park use. The City may require connections to be constructed and extended to the property line at the time of development.
- D. Walkways shall be reasonably direct between pedestrian destinations and minimize crossings where vehicles operate.
- E. Walkways shall be paved and shall maintain at least four feet of unobstructed width. Walkways bordering parking spaces shall be at least seven feet wide unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided

which prevent parked vehicles from obstructing the walkway. Stairs or ramps shall be provided where necessary to provide a reasonably direct route. The slope of walkways without stairs shall conform to City standards.

- F. The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. The ADA applies to the walkway that is the principal building entrance and walkways that connect transit stops and parking areas to building entrances. Where the ADA applies to a walkway, the stricter standards of ADA shall apply.
- G. On-site walkways shall be lighted to 0.5 foot-candle level at initial luminance. Lighting shall have cut-off fixtures so that illumination does not exceed 0.5 foot-candle more than five (5) feet beyond the property line.

Applicant's Response: *Walkways are provided along all street frontages and provide pedestrian access to the front entry of the Athletic Facility. To the extent possible, these routes have been designed to minimize the crossing with vehicle drive aisles.*

Although the site is relatively level, there is a slight grade difference along SW Barnes Road.

11. Pedestrian Connections at Major Transit Stops. Commercial and institution buildings at or near major transit stops shall provide for pedestrian access to transit through the following measures:

- A. For development within 200 feet of a Major Transit Stop:
 - 1. Either locate buildings within 20 feet of the property line closest to the transit stop, a transit route or an intersecting street, or provide a pedestrian plaza at the transit stop or a street intersection;
 - 2. Provide a transit passenger landing pad accessible to persons with disabilities if required by TriMet and the City;
 - 3. Provide a reasonably direct pedestrian connection between the transit stop and building entrances on the site;
 - 4. Where substantial evidence of projected transit ridership or other transit impacts is presented to conclude both that a nexus exists between the proposed development and public transit and that the degree of impact provides reasonable justification, the City may require the developer to grant a public easement or dedicate a portion of the parcel for transit passenger bench(es), shelter, or both, and, if appropriate, the construction of a transit passenger bench, shelter, or both; and,
 - 5. Provide lighting at the transit stop to City standards.

Applicant's Response: *The subject property is located within 200 feet of a Major Transit Stop, pedestrian connections will be incorporated into the eventual design.*

- B. Except as otherwise provided in subsection A. of this section, for development within 300 feet of a Major Transit Stop, provide walkways connecting building entrances and streets adjoining the site, and pedestrian connections to adjoining properties, except where such a connection is impracticable pursuant to subsection 14. of this section.

Applicant's Response: *Since the subject property is located within 200 feet of a Major Transit Stop, pedestrian connections will be incorporated into the eventual design.*

12. Assessment, review, and mitigation measures (including best management practices adopted by local agencies) shall be completed for bicycle and pedestrian connections located within the following areas: wetlands, streams, areas noted as Significant Natural Resources Overlay Zones, Significant Wetlands and Wetlands of Special Protection, and Significant Riparian Corridors within Volume III of the

Comprehensive Plan Statewide Planning Goal 5 Resource Inventory Documents and Significant Natural Resources Map, and areas identified in regional and/or intergovernmental resource protection programs.

"Assessment" for the purposes of this section means to assess the site specific development compatibility issues. Site-specific compatibility issues include but are not limited to lighting, construction methods, design elements, rare plants, and human/pet impacts on the resource.

"Review" for the purposes of this section includes but is not limited to obtaining appropriate permits from appropriate resource agencies. Mitigation measures, including appropriate use restrictions, required by local, state, and federal agencies shall be completed as part of the construction project. If the project will irreparably destroy the resource, then the resource will take precedence over the proposed bicycle and pedestrian connection.

Applicant's Response: *This criterion is not applicable to the proposed development since there are no environmental resources.*

13. New construction of bicycle and pedestrian connections along residential rear lot lines is discouraged unless no comparable substitute alignment is possible in the effort to connect common trip origins and destinations or existing segment links.

Applicant's Response: *This criterion is not applicable to the proposed development since there are residential rear lot lines.*

14. Street and Bicycle and Pedestrian Connection Hindrances. Street, bicycle, and/or pedestrian connections are not required where one or more of the following conditions exist:

- A. Physical or topographic conditions make a general street, bicycle, or pedestrian connection impracticable. Such conditions include but are not limited to the alignments of existing connecting streets, freeways, railroads, slopes in excess of City standards for

maximum slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

- B. Existing buildings or other development on adjacent lands physically preclude a connection now and in the future, considering the potential for redevelopment; or,
- C. Where streets, bicycle, or pedestrian connections would violate provisions of leases, easements, covenants, or restrictions written and recorded as of May 1, 1995, which preclude a required street, bicycle, or pedestrian connection.

Applicant's Response: *New street and pedestrian connects will be provided as future development occurs. For each street, bicycle and pedestrian facilities will be incorporated in to the street design.*

60.55.30. Minimum Street Widths. [ORD 4302; June 2004]

Minimum street widths are depicted in the Engineering Design Manual. [ORD 4418; February 2007]

- 1. Any project-specific modifications of the standards contained in the Engineering Design Manual regarding the widths of features relating to the movement of vehicles, including but not limited to rights of way, travel lanes, parking lanes, bike lanes, driveway aprons, curb radii, or other such features shall be processed in accordance with the provisions contained in the Section 145 Design Modifications of the Engineering Design Manual. [ORD 4418; February 2007]

Applicant's Response: *The roadway will be designed in accordance with the City's Engineering and Design Manual in terms of widths for movement of vehicles, including but not limited to rights of way, travel lanes, parking lanes, bike lanes, driveway aprons, curb radii, or other such features.*

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

- 2. Any project-specific modifications of the standards of the Engineering Design Manual relating to the location and dimensions of required street landscaping and pedestrian features including, but not limited to, sidewalks, planter strips, street trees, street tree wells, street tree easements, or street furniture are subject to the procedures contained in Chapter 40 (Applications). The required application will depend on the scope of the proposed project and the type of application filed with the City. [ORD 4418; February 2007]

Applicant's Response: *Again, there is no development is proposed as part of the proposed development application. However, some streets will ultimately be required to provide access to the interior lots.*

As subsequent development occurs, the roadway will be designed in accordance with the City's Engineering and Design Manual as required for street landscaping and pedestrian features including, but not

limited to, sidewalks, planter strips, street trees, street tree wells, street tree easements, or street furniture.

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

60.55.35. Access Standards. [ORD 4302; June 2004]

1. The development plan shall include street plans that demonstrate how safe access to and from the proposed development and the street system will be provided. The applicant shall also show how public and private access to, from, and within the proposed development will be preserved.

Applicant's Response: *As future development occurs, the street plans will demonstrate how safe access to and from the proposed development and the street system.*

2. No more than 25 dwelling units may have access onto a closed-end street system unless the decision-making authority finds that identified physical constraints preclude compliance with the standard and the proposed development is still found to be in compliance with the Facilities Review criteria of Section 40.03. [ORD 4584; June 2012]

Applicant's Response: *The first access point is located at the intersection of SW Barnes Road. This will enter the subject property and continue south and then veer easterly until reaching the subject property.*

3. Intersection Standards.

- A. Visibility at Intersections. All work adjacent to public streets and accessways shall comply with the standards of the Engineering Design Manual except in Regional and Town Centers. [ORD 4462; January 2008]

1. The sight clearance area requirements for Town Centers and Regional Centers shall be determined on a case-by-case basis by the decision-making authority. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists, and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual and Standard Drawings, and other applicable criteria. [ORD 4111; July 2000]
2. The requirements specified in 60.55.35.3.A. may be lessened or waived by the decision-making authority if the project will not result in an unsafe traffic situation. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual, and other applicable criteria.

Applicant's Response: *Where these roadways intersect and connect with SW Barnes Road, the access ways will comply with the vision triangle requirements.*

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

- B. Intersection angles and alignment and intersection spacing along streets shall meet the standards of the Engineering Design Manual and Standard Drawings.
1. Local street connections at intervals of no more than 330 feet should apply in areas planned for the highest density multiple use development. [ORD 4584; June 2012]
 2. When a highway interchange within the City is constructed or reconstructed, a park and ride lot shall be considered.

Applicant's Response: Intersection angles and alignment and intersection spacing along streets will be design to meet the standards of the Engineering Design Manual and Standard Drawings.

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

C. Driveways.

1. Corner Clearance for Driveways. Corner clearance at signalized intersections and stop-controlled intersections, and spacing between driveways shall meet the standards of the Engineering Design Manual and Standard Drawings.
2. Shared Driveway Access. Whenever practical, access to Arterials and Collectors shall serve more than one site through the use of driveways common to more than one development or to an on-site private circulation design that furthers this requirement. Consideration of shared access shall take into account at a minimum property ownership, surrounding land uses, and physical characteristics of the area.

Where two or more lots share a common driveway, reciprocal access easements between adjacent lots may be required.

3. No new driveways for detached dwellings shall be permitted to have direct access onto an Arterial or Collector street except in unusual circumstances where emergency access or an alternative access does not exist. Where detached dwelling access to a local residential street or Neighborhood Route is not practicable, the decision making authority may approve access from a detached dwelling to an Arterial or Collector.

Applicant's Response: Development will be required to meet Engineering Design Manual and Standard Drawings for corner clearance at signalized intersections, stop-controlled intersections, and driveway spacing.

For additional information, refer to Section D – Appendices, Appendix 10 – Public Works Development Standards.

60.55.40. Transit Facilities. *[ORD 4302; June 2004]*

Transit routes and transit facilities shall be designed to support transit use through provision of transit improvements. These improvements shall include passenger landing pads, accessways to the transit stop location, or some combination thereof, as required by TriMet and the City, and may also include shelters or a pad for a shelter. In addition, when required by TriMet and the City, major industrial, institution, retail, and office developments shall provide either a transit stop on site or a pedestrian connection to a transit stop adjacent to the site.

1. Transit Shelters. *[ORD 4332; January 2005]* All transit shelters and sidewalk furniture shall meet the following standards.
 - A. The proposal is located entirely within the existing public right-of-way, public access easement, or property owned by a public agency.
 - B. The proposal maintains an unobstructed path of travel of no less than six feet (6') unless a greater unobstructed path is required by this code for a specific sidewalk.
 - C. The proposal is not located within eight feet (8') of a point of ingress or egress of an existing structure.
 - D. The proposal is not located within a vision clearance area for a street, driveway, or other facility where vehicles regularly travel.
 - E. The proposal is not located within twelve feet (12') of a window display area.
 - F. The proposal does not consist of solid panels other than what is required to post transit schedules.

60.60. TREES AND VEGETATION. [ORD 4224; August 2002] [ORD 4348; May 2005]

60.60.05. Purpose.

Healthy trees and urban forests provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. In conjunction with processes set forth in Section 40.90. of this Code, this section is intended to help manage changes to the City's urban forest by reestablishing regulations and standards for the protection, pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove), Landscape Trees, and Community Trees. [ORD 4584; June 2012]

Applicant's Response: *The Applicant understands the purpose of the Tree and Vegetation Section is intended to help manage changes to the City's urban forest by reestablishing regulations and standards for the protection, pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove), Landscape Trees, and Community Trees.*

60.60.07. Enforcement.

A person found responsible for causing the removal or pruning of a protected tree in violation of the standards set forth in Section 60.60., unless exempt, shall be subject to monetary penalties. In cases of unlawful removal the person must also mitigate the removal as set forth in the mitigation requirements of Section 60.60.25. Monetary penalties imposed by a court of competent jurisdiction upon conviction for violating any provision of Chapter 60 Section 60 of this Ordinance, shall be deposited into the City's Tree Mitigation Fund.

Applicant's Response: *The Applicant acknowledges that a person found responsible for causing the removal or pruning of a protected tree in violation of the standards set forth in Section 60.60., unless exempt, may be subject to monetary penalties. In cases of unlawful removal the person must also mitigate the removal as set forth in the mitigation requirements of Section 60.60.25.*

60.60.10. Types of Trees and Vegetation Regulated.

Actions regarding trees and vegetation addressed by this section shall be performed in accordance with the regulations established herein and in Section 40.90. of this Code. The City finds that the following types of trees and vegetation are worthy of special protection:

1. Significant Individual Trees.

2. Historic Tree.

3. Trees within Significant Natural Resource Areas.

4. Trees within Significant Groves.

5. Landscape Trees.

6. Community Trees.

7. Mitigation Trees.

Applicant's Response: *The subject property contains a mixture of naturalized vegetation and landscape materials associated with the abandoned Fire Station. Based on the City's definitions, these trees would be considered both "Community Trees" and "Landscape Trees".*

Tree #	Quantity	Size (in inches)	Botanical Name	Common Name	Note	Tree Type	Action
50036	1	12	Acer Species	Maple		Community	Remove
50506	1	18	Acer Species	Maple		Landscape	Remove
50505	1	12	Acer Species	Maple		Landscape	Remove
50500		8	Acer Species	Maple	Exempt - Size	Community	Remove
50814	1	40	Sequoiadendron giganteum	Giant Sequoia		Community	Retain
50911	1	12	Pseudotsuga menziesii	Fir		Community	Retain
50913	1	13	Acer Species	Maple		Landscape	Remove
50854	1	18	Platanus occidentalis	Planetree		Landscape	Remove
50326	1	10	Acer Species	Maple		Community	Remove
		8	Acer Species	Maple	Exempt - Size	Community	Remove
		6	Acer Species	Maple	Exempt - Size	Community	Remove
		4	Acer Species	Maple	Exempt - Size	Community	Remove
50710	1	28	Platanus occidentalis	Planetree		Landscape	Remove
50711		6	Alnus Species	Alder	Exempt - Size	Community	Remove
		6	Alnus Species	Alder	Exempt - Size	Community	Remove
50569	1	12	Acer Species	Maple		Landscape	Remove
50581	1	10	Acer Species	Maple		Landscape	Remove
50053	1	15	Acer Species	Maple		Community	Remove
	1	15	Acer Species	Maple		Community	Remove

	1	12	Acer Species	Maple		Community	Remove
	1	10	Acer Species	Maple		Community	Remove
50336		6	Salix Species	Willow	Exempt - Size	Community	Remove
		6	Salix Species	Willow	Exempt - Size	Community	Remove
		4	Salix Species	Willow	Exempt - Size	Community	Remove
		4	Salix Species	Willow	Exempt - Size	Community	Remove
		2	Salix Species	Willow	Exempt - Size	Community	Remove
		2	Salix Species	Willow	Exempt - Size	Community	Remove
50337		6	Salix Species	Willow	Exempt - Size	Community	Remove
		6	Salix Species	Willow	Exempt - Size	Community	Remove
		6	Salix Species	Willow	Exempt - Size	Community	Remove
50344	1	14	Acer Species	Maple		Community	Remove
	1	14	Acer Species	Maple		Community	Remove
50303	1	14	Fraxinus Species	Ash		Community	Remove
50302	1	10	Fraxinus Species	Ash		Community	Remove
		7	Fraxinus Species	Ash	Exempt - Size	Community	Remove
		5	Fraxinus Species	Ash	Exempt - Size	Community	Remove
50304	1	10	Fraxinus Species	Ash		Community	Remove
50305	1	12	Fraxinus Species	Ash		Community	Remove
	1	10	Fraxinus Species	Ash		Community	Remove
		8	Fraxinus Species	Ash	Exempt - Size	Community	Remove
		6	Fraxinus Species	Ash	Exempt - Size	Community	Remove
		6	Fraxinus Species	Ash	Exempt - Size	Community	Remove
50309		8	Crataegus Species	Hawthorn	Exempt - Size	Community	Remove
51122		6	Quercus Species	Oak	Exempt - Size	Community	Remove

In addition to the on-site trees, the proposed development will require the removal of thirteen (13) additional trees on tax lot 200 of T1S R1W Section 3AB and two (2) additional trees on tax lot 1100 of T1S R1W 03BA in order to accommodate the installation of a storm line.

Because this off-site improvement is necessary to address the on-site drainage requirements, this work has been included as part of this application. Of the thirteen (13) trees identified for removal, five (5) or these are located within the resource area. A summary of these is listed below.

Tree	Quantity	Size (in)	Botanical Name	Common	Note	Tree Type	Action
NA	1	36	Pseudotsuga menziesii	Douglas Fir		Community	Remove
NA	1	36	Pseudotsuga menziesii	Douglas Fir		Community	Remove

NA	1	24	Pseudotsuga menziesii	Douglas Fir		Community	Remove
	1	42	Pseudotsuga menziesii	Douglas Fir		Community	Remove
NA	1	6	Acer Species	Maple	Exempt - Size	Community	Remove
NA	1	20	Thuja plicata	Western Red Cedar		Community	Remove
NA	1	14	Thuja plicata	Western Red Cedar		Community	Remove
NA	1	14	Pseudotsuga menziesii	Douglas Fir		Community	Remove
NA	1	18	Pseudotsuga menziesii	Douglas Fir	Located within Resource Area	Community	Remove
NA	1	24	Pseudotsuga menziesii	Douglas Fir	Located within Resource Area	Community	Remove
NA	1	18	Thuja plicata	Western Red Cedar	Located within Resource Area	Community	Remove
NA	1	16	Pseudotsuga menziesii	Douglas Fir	Located within Resource Area	Community	Remove
NA	1	32	Pseudotsuga menziesii	Douglas Fir	Located within Resource Area	Community	Remove
NA	1	16	Alnus Rubra	Red Alder	Located on Tax lot 1100	Community	Remove
NA	1	10	Alnus Rubra	Red Alder	Located on Tax lot 1100	Community	Remove

60.60.15. Pruning, Removal, and Preservation Standards.

1. Pruning Standards.

- A. It shall be unlawful for any person to remove or prune to remove a tree's canopy or disturb the root zone of any Protected Tree, except in accordance with the provisions of this Code.

Applicant's Response: *The Applicant understands that it is unlawful for any person to remove or prune to remove a tree's canopy or disturb the root zone of any Protected Tree except in accordance with the provisions of this Code.*

- B. All pruning of Protected Trees shall be done in accordance with the standards set forth in this section and the City's adopted Tree Planting and Maintenance Policy, also known as Resolution 3391.

Applicant's Response: *The Applicant understands that all pruning of Protected Trees will be done in accordance with the standards set forth in this section and the City's adopted Tree Planting and Maintenance Policy.*

2. Removal and Preservation Standards.

- A. All removal of Protected Trees shall be done in accordance with the standards set forth in this section.

Applicant's Response: *All removal of Protected Trees will be done in accordance with the standards identified by the City of Beaverton.*

- B. Removal of Landscape Trees and Protected Trees shall be mitigated, as set forth in section 60.60.25.

Applicant's Response: *Removal of Protected Trees will be mitigated on site in accordance with this section of the code, as necessary.*

- C. For SNRAs and Significant Groves, the following additional standards shall apply:

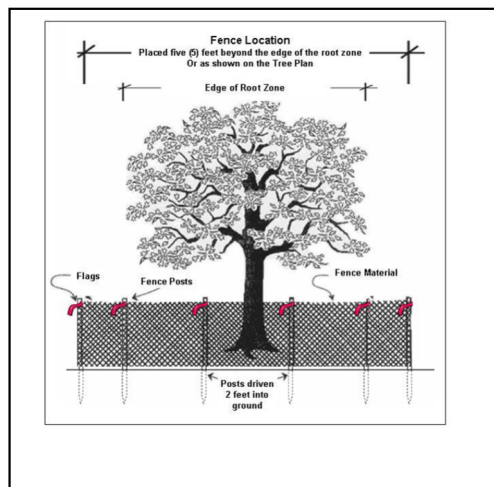
1. The minimum DBH of non-exempt surveyed trees that must be preserved on a site is as follows:
 - a) Multiple Use zoning districts: Fifteen percent (15%) of the DBH of non-exempt surveyed trees found on a project site.
 - b) Residential, Commercial, or Industrial zoning district: Twenty five percent (25%) of the DBH of non-exempt surveyed trees found on a project site
2. DBH to be retained shall be preserved in cohesive areas, termed Preservation Areas, when development is proposed in SNRAs or Significant Groves.
3. Native understory vegetation and trees shall be preserved in Preservation Areas.
4. Reservation Areas, conditioned for protection through the Development Review process, shall be preserved in clusters that are natural in appearance rather than in linear strips. Preservation Areas should connect with adjoining portions of the Significant Grove or SNRA on other sites.
5. Preservation Areas, conditioned for protection through the Design Review process, shall be set aside in conservation easements and recorded with a deed restriction with Washington County, unless otherwise approved by the City. The deed restriction shall prohibit future development and specify the conditions for maintenance if the property is not dedicated to a public agency.
6. Preservation Areas, conditioned for protection through the Land Division process, shall be set aside in tracts and recorded with a deed restriction with Washington County, unless otherwise approved by the City. The deed restriction shall prohibit future development and specify the conditions for maintenance if the property is not dedicated to a public agency.

7. Within the development review process, where a person is presented with a particular decision whether to retain a native or non-native tree, the native species shall be retained provided all other considerations between the two categories of trees remain equal. Non-native tree species may also be retained for aesthetic, unique condition, size, and wildlife habitat purposes.
8. Hazardous and dead trees within Significant Groves and SNRAs should be fallen only for safety and left at the resource site to serve as habitat for wildlife, unless the tree has been diagnosed with a disease and must be removed from the area to protect the remaining trees.

Applicant's Response: *This criterion is not applicable to this application because there is no SNRA or significant groves within the subject property.*

60.60.20. Tree Protection Standards during Development.

1. Trees classified as Protected Trees under this Code shall be protected during development in compliance with the following:
 - A. A construction fence must be placed around a tree or grove beyond the edge of the root zone. The fence shall be placed before physical development starts and remain in place until physical development is complete. The fence shall meet the following:
 1. The fence shall be a four foot (4') tall orange plastic or snow fence, secured to six foot (6') tall metal posts, driven two feet (2') into the ground. Heavy 12 gauge wire shall be strung between each post and attached to the top and midpoint of each post. Colored tree flagging indicating that this area is a tree protection zone is to be placed every five (5) linear feet on the fence to alert construction crews of the sensitive nature of the area.



2. Other City approved protection measures that provide equal or greater protection may be permitted, and may be required as a condition of approval.

Applicant's Response: *Thirteen (13) "community" trees and seven (7) "landscape trees" will be removed as part of this application. In areas where construction may take place inside of tree protection zone a certified arborist will be consulted prior to the work proceeding.*

- B. Within the protected root zone of each tree, the following development shall not be permitted:
1. Construction or placement of new buildings.
 2. Grade change or cut and fill, except where hand excavation is approved with the submittal of an arborist's report, as part of application approval.
 3. New impervious surfaces.
 4. Trenching for utilities, irrigation, or drainage.
 5. Staging or storage of any kind.
 6. Vehicle maneuvering or parking

Applicant's Response: *Within the protected root zone of each tree, none of the activities above will be allowed.*

60.60.25. Mitigation Requirements.

1. The following standards shall apply to mitigation for the removal of Significant Individual Trees or trees within Significant Groves or SNRAs.
 - A. All mitigation tree planting shall take place in conformance with accepted arboricultural practices and shall be spaced a minimum of ten (10) feet apart.
 - B. As of May 19, 2005, all trees planted for the purpose of tree removal mitigation shall be maintained in accordance with the approved mitigation plan. Monitoring of mitigation planting shall be the ongoing responsibility of the property owner where mitigation trees are located, unless otherwise approved through Development Review. Monitoring shall take place for a period of two (2) years. Trees that die shall be replaced in accordance with the tree replacement standards of this section.
 - C. As of May 19, 2005, all trees planted for the purpose of tree removal mitigation shall be set aside in a conservation easement or a separate tract and shall be designated as "Mitigation Trees" and recorded with a deed restriction identifying the trees as "Mitigation Trees".
 - D. Each Mitigation Tree planted shall be insured through a performance security, equal to 110 percent of the cost of the landscaping, filed with the City for a period of two (2) years to ensure establishment of the mitigation planting.

- E. Street trees shall not be counted as providing mitigation of a SNRA or Significant Grove.
- F. Transplanting trees within the project site is not subject to mitigation. However, a performance security is required for transplanted tree(s) to insure that the tree(s) will be replaced if the tree(s) is dead or dying at the end of two (2) years.

Applicant's Response: *No mitigation is required for the removal of five trees within the Significant Natural Resource Area. However, if mitigation is deemed necessary, the Owner/Applicant will comply with the required mitigation standards.*

2. Mitigation for the removal of trees from Significant Groves or SNRAs shall be required as follows:

- A. Calculate the total DBH of the trees to be removed. Denote both deciduous and coniferous trees in separate tables; however, both tables will result in the sum total of the DBH to be removed.
- B. If the total DBH of trees to be removed is less than or equal to 50% of the total DBH of surveyed trees on the site, then no mitigation is required for the trees to be removed.
- C. If the total DBH of trees to be removed is greater than 50% of the total DBH of surveyed trees on site, then mitigation is required for the amount of DBH to be removed that exceeds 50% of the total DBH of surveyed trees on site.

For example, if 75 inches is the total amount of DBH to be removed from a site and 60 inches of DBH represents 50% of the total surveyed DBH, then 15 inches of DBH is the total required amount of mitigation.

Applicant's Response: *Within the Significant Natural Resource Area, there is a total of 110 caliper inches proposed for removal. All five trees proposed for removal area coniferous. This 110 inches represents a fractional amount of the total tree DBH on the subject property. The total DBH being removed is less than 50% of the surveyed trees on site. Based on this, no mitigation is required.*

- 3. In addition to the requirements listed in Section 60.60.25.1. Mitigation Requirements, the following mitigation requirements shall apply for the removal of trees from Significant Groves or SNRAs.
 - A. Dead or dying trees within a Significant Grove or SNRA shall be fallen when required for safety. Such tree falling shall not require mitigation. However, the fallen log should remain in the Significant Grove or SNRA, to serve as habitat for wildlife, unless the tree has been diagnosed with a disease and the log must be removed from the area to protect the remaining trees.
 - B. All trees planted for mitigation must meet the following minimum requirements:

1. Deciduous trees shall be replaced with native deciduous trees that are no less than two caliper inches (2") in diameter.
2. Coniferous trees shall be replaced with native coniferous trees that are no less than three feet (3') in height and no more than four feet (4') in height. A three foot (3') mitigation tree shall equate to 2" DBH and four foot (4') mitigation tree will equate to 3" DBH.
3. The total linear DBH measurement of the trees to be removed shall be mitigated with the necessary number of trees at least two caliper inches (2") in diameter.

Applicant's Response: *None of the five (5) trees identified for removal within the Significant Natural Resource Area are considered dead or dying.*

4. Significant Grove or SNRA on-site mitigation, 2:1 planting ratio.
 - A. Residential, Commercial, or Industrial zoning districts: For tree removal proposals which remove more than 50% and up to and including 75% of the surveyed non-exempt DBH, if all mitigation tree planting is to occur on-site, the ratio for planting shall be on a 2:1 basis.

For example, if 20 inches of DBH is the total amount of required mitigation, if all the mitigation planting occurs on the site where the removal is to occur, then only 10 inches of DBH is required to be planted.

- B. Multiple Use zoning districts: For tree removal proposals which remove more than 50% and up to and including 85% of the surveyed non-exempt DBH, if all mitigation tree planting is to occur on-site, the ratio for planting shall be on a 2:1 basis.

For example, if 20 inches DBH is the total amount of required mitigation, if all the mitigation planting occurs on the site where the removal is to occur, then only 10 inches of DBH is required to be planted.

Applicant's Response: *No mitigation is required for the removal of five (5) trees within the Significant Natural Resource Area.*

5. Significant Grove or SNRA off-site mitigation, 1:1 planting ratio.
 - A. Residential, Commercial, or Industrial zoning districts: For tree removal proposals which remove more than 50% and up to and including 75% of the surveyed non-exempt DBH, if mitigation tree planting is to occur off-site, the ratio for planting shall be on a 1:1 basis.
 - B. Multiple Use zoning districts: For tree removal proposals which remove more than 50% and up to and including 85% of the surveyed non-exempt DBH in Multiple Use zones, if mitigation tree planting is to occur off-site, the ratio for planting shall be on a 1:1 basis.

Applicant's Response: *No mitigation is required for the removal of five (5) trees within the Significant Natural Resource Area.*

6. Significant Grove or SNRA Tree Plan 3 mitigation, 1:1 planting ratio.
 - A. Residential, Commercial, or Industrial zoning districts: For tree removal proposals which remove more than 75% and up to and including 100% of the surveyed non-exempt DBH, all of the required mitigation tree planting shall be on a 1:1 basis whether planted on-site or off-site.
 - B. Multiple Use Zoning Districts: For tree removal proposals which remove more than 85% and up to and including 100% of the surveyed non-exempt DBH, all of the required mitigation tree planting shall be on a 1:1 basis whether planted on-site or off-site.

Applicant's Response: *No mitigation is required for the removal of five (5) trees within the Significant Natural Resource Area.*

7. In-Lieu fee. If the total caliper inch on-site- or off-site tree planting mitigation does not equal the DBH inch removal or if no tree planting mitigation is proposed, the remaining or total caliper inch tree planting mitigation shall be provided as a fee in-lieu payment. The in-lieu fee shall be specified in the Community Development In-Lieu Fee schedule. Fee revenues shall be deposited in the City's Tree Mitigation Fund.

Applicant's Response: *No fee in-lieu of is required for the removal of five (5) trees within the Significant Natural Resource Area.*

8. In addition to the standards in Mitigation Standards 1, the following standards shall apply to mitigation for the removal of a Significant Individual Tree:
 - A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.
 - B. Mitigation for the removal of a Significant Individual Tree shall be the required replacement of each tree on based on the total linear DBH measurement. Replacement of trees shall be as follows:

9. The following standards apply to the replacement of a Landscape Tree:

- A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.
- B. If a replacement tree of the species of the tree removed or damaged is not reasonably available, the City may allow replacement with a different species.
- C. Replacement of a Landscape Tree shall be based on total linear DBH calculations at a one-to-one ratio depending upon the capacity of the site to accommodate replacement tree or unless otherwise specified through development review. Replacement of tree on a one-to-one basis shall be as follows:

1. Calculate the sum of the total linear DBH measurement of the tree to be removed.
2. The total linear DBH measurement of the tree to be removed shall be replaced with tree at least 1.5 caliper inches in diameter. The total caliper inches of the replacement tree shall be at least equal to the sum total of the linear DBH measurement of the removed tree.

Applicant's Response: *Replacement of a Landscape Trees is based on total linear DBH calculations at a one-to-one ratio depending upon the capacity of the site to accommodate replacement tree.*

Based on the tree inventory, there are seven (7) landscape tree identified on site (originally planted as part of the fire station development). These seven (7) trees total DBH of 111 caliper inches.

The minimum replacement size is 1.5 caliper and the total is to be equal or more than the sum total of the linear DBH measurement of the removed tree. Based on this, 74 replacement trees are required. At 2" caliper, 56 trees would be required.

The proposed landscape identified over 56 deciduous trees within the parking lot. This would be used to satisfy the replacement trees.

60.65. UTILITY UNDERGROUNDING. [ORD 4118; September 2000]

60.65.05. Purpose.

The purposes and objectives of locating existing and proposed private utilities underground are to:

1. Implement the policies, goals, and standards of the City Council and the adopted Comprehensive Plan of the City of Beaverton.
2. **Improve aesthetics of the community by reducing the number of utility poles and above ground wires.**
3. **Provide consistency in management of the City's rights-of-way.**
4. **Protect essential public services from natural and manmade accidental disruptions.**
5. **Improve public safety by reducing the possibility for injury from downed lines.**
6. **Allow fewer fixed obstructions in the public right-of-way.**

Applicant's Response: *The Applicant understands the purposes and objectives of locating existing and proposed private utilities underground. For this particular site, not only would it improve the overall appearance from the street, but it would also reduce the number of fixed obstructions within the public right-of-way and assist in the elimination of disruptions in service.*

60.65.10. Authority.

The provisions of private utility undergrounding shall pertain to all activities subject to Design Review (Section 40.20.), as well as Land Divisions (Section 40.45.).

Applicant's Response: *In accordance with this section, all design review proposal are subject to the undergrounding of utilities per section 40.20 of the City of Beaverton Development Code.*

60.65.15. Regulation.

All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.

1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers,

surface mounted connection boxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a Collector or Arterial roadway, and City funded roadway projects which the City Council has specifically considered and declined to fund utility undergrounding as a component of the roadway project, Washington County funded roadway projects, such as MSTIP projects, and Oregon Department of Transportation funded roadway projects. [ORD 4343; April 2005] [ORD 4363; September 2005]

Applicant's Response: *The Applicant understands that all existing and proposed utility lines within and contiguous to the subject property (including, but not limited to, those required for electric, communication, and cable television services and related facilities) will be placed underground.*

It is further understood that this requirement does not apply to surface mounted transformers, surface mounted connection boxes and meter cabinets, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a Collector or Arterial roadway and City funded roadway projects which the City Council has specifically considered and declined to fund utility undergrounding.

2. The developer shall make all necessary arrangements with the serving private utility to cause the utility service(s) to be placed underground;

Applicant's Response: *The Applicant or their representatives will make the necessary arrangements with each of the private utility providers.*

3. The City reserves the right to approve surface mounted facilities;

Applicant's Response: *In accordance with this criterion, the Applicant acknowledges that the City reserves the right to approve surface mounted facilities.*

4. All underground public and private utilities shall be constructed or installed prior to the final surfacing of the streets; and

Applicant's Response: *The Applicant understands that all underground public/private utilities will be constructed and installed prior to the final surfacing of streets.*

5. Stubs for service connections and other anticipated private extensions at street intersections shall be long enough to avoid disturbing street surfaces and right-of-way improvements such as sidewalks and landscaping areas when service connections are made.

Applicant's Response: *In accordance with this section, stubs for service connections and other anticipated private extensions at street intersections will be long enough to avoid disturbing street surfaces and right-of-way improvements such as sidewalks and landscaping areas.*

6. Unless otherwise specifically required in an existing franchise between the City and the particular private utility, or PUC rule, the applicant or developer responsible for initiating the requirement for placing overhead utilities underground is responsible for the cost of converting all existing customer equipment and private utilities on private or public property, or both to meet utility undergrounding requirements.

Applicant's Response: *The Applicant understand (unless otherwise identified), is responsible for the cost of converting all existing customer equipment and private utilities on private or public property, or both to meet utility undergrounding requirements.*

7. If the private utility service provider requires an applicant, as a component of the applicant's placing private utilities underground, to install facilities to accommodate extra capacity beyond those necessitated by the proposed development, the private utility service provider shall be financially responsible for providing the means to provide such extra capacity.

Applicant's Response: *The Applicant acknowledges that if the private utility service provider requires an applicant to install facilities to accommodate extra capacity beyond those necessitated by the proposed development, the private utility service provider will be financially responsible for providing the means to provide such extra capacity.*

60.65.20. Information on Plans.

The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:

1. Easements for all public and private utility facilities;

Applicant's Response: *All existing and proposed utility easements will be shown on the proposed plans.*

Refer to Section C – Exhibit Drawings, Sheet C001 – Existing Conditions Plan and Sheet C100 – Site Plan for additional Information.

2. The location of all existing above ground and underground public and private utilities within 100 feet of the site;

Applicant's Response: *Existing above ground and underground public and private utilities within 100 feet of the subject property are shown on the Existing Conditions Plan.*

Refer to Section C – Exhibit Drawings, Sheet C001 – Existing Conditions Plan for additional Information.

3. The proposed relocation of existing above ground utilities to underground; and

Applicant's Response: *The proposed relocation of existing above ground utilities are shown on the Preliminary Utility Plan.*

Refer to Section C – Exhibit Drawings, Sheet C300 – Preliminary Utility Plan for additional Information.

4. That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.35.3 of this Code.

Applicant's Response: *None of the above ground public or private utility facilities will present an obstruction to the vision clearance areas.*

Refer to Section C – Exhibit Drawings, Sheet C001 – Existing Conditions Plan and Sheet C100 – Site Plan (Preliminary) for additional Information.

60.65.25. Optional Fee In Lieu of the Undergrounding Requirement. This section is not applicable to this application since the Applicant is proposing to underground all private utilities.

60.65.30. Fees to be Paid In-Lieu of Undergrounding. This section is not applicable to this application since the Applicant is proposing to underground all private utilities.

60.65.35. City to Establish Priorities. This section is not applicable to this application since the Applicant is proposing to underground all private utilities.

C.

Exhibit Drawings

The following exhibit drawings are intended to meet the plan and graphic requirements for the **LTF Real Estate Company, Inc.** development proposal.

Exhibit drawings contained in this section include:

Section C - Exhibit Drawings

CS	Cover Sheet.....
C001	Existing Conditions Plan.....
C051	Plat (Preliminary).....
C100	Site Plan (Preliminary).....
C200	Grading Plan (Preliminary).....
C300	Utility Plan (Preliminary).....
C400	Off-Site Improvement Plan (Preliminary)
C500	Public Storm Drain Plan and Profile (Preliminary)
C501	Public Storm Drain Plan and Profile (Preliminary)
C600	Public Water Plan and Profile (Preliminary)
C601	Public Water Plan and Profile (Preliminary)
TP100	Existing Tree and Site Plan (Preliminary)
TP101	Existing Tree Plan – Off-Site (Preliminary)
L100	Overall Landscape Plan (Preliminary)
L101	Landscape Plan – Northwest Area (Preliminary)
L102	Landscape Plan – Northeast Area (Preliminary)
L103	Landscape Plan – Southwest Area (Preliminary)
L104	Landscape Plan – Southeast Area (Preliminary)
L105	Plant Materials (Preliminary)
L106	Site Plant Materials Imagery (Preliminary)
L107	Site Imagery (Preliminary)
L108	Entry Water Feature and Signage (Preliminary)
T100	Off Site Tree Mitigation Plan (Preliminary).....
E100	Site Photometric Plan (Preliminary)
E101	Street Photometric Plan (Preliminary).....
A0.10	Site Plan – Ground Level (Preliminary)
A0.45	Site Details (Preliminary)
A1.01	Floor Plan - First Floor (Preliminary).....
A1.01a	Floor Plan - First Floor Site (Preliminary)
A1.02	Floor Plan - Second Floor (Preliminary)
A1.02a	Floor Plan - Second Floor Site (Preliminary)
A1.03	Floor Plan - Third Floor (Preliminary).....
A1.03a	Floor Plan - Third Floor Site (Preliminary).....

A1.04	Floor Plan - Fourth Floor (<i>Preliminary</i>)
A1.04a	Floor Plan - Forth Floor Site (<i>Preliminary</i>)
A2.01	Site Elevations (<i>Preliminary</i>)
A2.02	Building Elevations – West and East (<i>Preliminary</i>)
A2.03	Building Elevations – South and North (<i>Preliminary</i>)
A2.04	Exterior Elevations - Parking – West and East (<i>Preliminary</i>)
A2.05	Exterior Elevations - Parking – South and East (<i>Preliminary</i>)
A2.06	Aerial View
A2.07	Northeast View
A2.08	Northwest View
A2.09	Plaza View
A2.10	Poolside View.....
A2.11	Southeast View
A2.12	Southwest View

D.

Appendices

The following appendices provide background documentation and technical data that support the **LTF Real Estate Company, Inc.** development proposal. These include following:

Appendix 1	1989 Record of Survey (Document 23512) (<i>DEA, Inc.</i>)
Appendix 2	1994-109 Partition Plat (Document 94114754) (<i>Olson Engineering, Inc.</i>)
Appendix 3	2003 Record of Survey (Document 29318) (<i>W&H Pacific, Inc.</i>)
Appendix 3A	2018 Record of Survey (Document 33415) (<i>DEA</i>)
Appendix 4	2018 ALTA/NSPS Land Title Survey (<i>DEA, Inc.</i>)
Appendix 5	Preliminary Title Report/Deed
Appendix 6	Assessors Tax Map (<i>Washington County</i>)
Appendix 7	Land Use Map (<i>City of Beaverton</i>)
Appendix 8	Zoning Map (<i>City of Beaverton</i>)
Appendix 9	Washington County Transportation Plan Maps (<i>Washington County</i>)
Appendix 10	Public Works Development Standards (<i>City of Beaverton</i>)
Appendix 11	Site Photographs
Appendix 12	Order 2337 CU2013-0003 Sunset Station & Barnes Road PUD Conditional Use (<i>City of Beaverton</i>)
Appendix 13	Pre-Application Submittal Request
Appendix 14	Pre-Application Summary Notes (<i>City of Beaverton</i>)
Appendix 15	Neighborhood Mailing List (<i>address within 500 feet</i>)
Appendix 16	Neighborhood Mailing Notice
Appendix 17	Affidavit of Mailing Notice
Appendix 18	Posting Notice/Affidavit of Posting
Appendix 19	Neighborhood Meeting Sign-In Sheet and Meeting Minutes
Appendix 20	Documentation of Neighborhood Meeting Document to NAC (<i>Also CPO 1</i>)
Appendix 21	Compliance with CU2013-0003
Appendix 22	Traffic Impact Analysis
Appendix 23	Sensitive Area Pre-Screening Site Assessment (<i>Clean Water Services</i>)
Appendix 24	Wetland Delineation Report (<i>DEA, Inc.</i>)
Appendix 25	Soils Survey (<i>NRCS</i>)
Appendix 26	Tree Inventory
Appendix 27	Geotechnical Report (<i>GeoDesign, Inc.</i>)
Appendix 28	Fire Hydrant Fire Flow Test Report (<i>Prepared by TVF&R</i>)
Appendix 29	Fire Hydrant Distribution Diagram
Appendix 30	Access/Aerial Apparatus Road Plan
Appendix 31	Truck Turning Diagram
Appendix 32	Storm Water Drainage Report
Appendix 33	Materials Board
Appendix 34	Description of Materials and Finishes List Form
Appendix 35	Lighting Fixtures
Appendix 36	Landscape Materials List Form
Appendix 37	Right of Way Dedication Exhibit

Appendix 38	Clean Water SPL-18-002667.....
Appendix 39	DSL Wetland Delineation Concurrence
Appendix 40	Easement Consent Documentation
Appendix 41	Waste Management Letter
Appendix 42	Summary Matrix of Similar Facilities Operated by Life Time Fitness
Appendix 43	Choban Consent Letter.....